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LOK SABHA DEBATES

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LOK SABHA SECRETARIAT
NEW DELHI

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LOK SABHA

Friday April 2, 1965/Chaitra 12, 1887 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

सरकारी कार्यालयों के टाइपराइटर

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*701 { **श्री म० ला० द्विवेदी :**
श्री स० चं० सामन्त :
श्री रा० स० तिवारी :

क्या **उद्योग तथा संभरण** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि केन्द्रीय सरकार के विभिन्न कार्यालयों के लिये जो टा प की मशीनें खरीदी गई हैं वे घटिया किस्म की हैं;

(ख) क्या यह भी सच है कि टा प मशीन बनाने वाली कम्पनियां पुर्जों तथा मशीनों की मरम्मत का मनमाना मूल्य वसूल करती हैं, और

(ग) यदि हां, तो क्या सरकार का विचार टा प मशीनों व उनके पुर्जों के उचित मूल्य निर्धारित करने तथा यह सुनिश्चित करने का है कि डुप्लिकेटर मशीनों को ठीक से देखा जाये ?

The Minister of Supply and Technical Development in the Ministry of Industry and Supply (Shri Raghuramaiah): (a) and (b). No Sir.

(c) Does not arise.

Adequate arrangements exist for proper maintenance of Duplicators.

श्री म० ला० द्विवेदी : पिछले पांच वर्षों में किन किन कम्पनियों से कितने मूल्य के टा परा टस खरीदे गये और उनके पुर्जों के लिए इंडियन स्टेन्डर्ड्स इंस्टीट्यूशन ने क्या कोई स्टेन्डर्ड मुकर्रर किया था; यदि नहीं तो क्यों नहीं ?

Shri Raghuramaiah: Prior to 1962 the typewriters were purchased by the Chief Controller of Stationery and Printing. Since 1962 it was being done through the offices of the Directo-General of Supplies and Disposals. The purchases are made from various companies under rate-contract. The companies with whom rate-contracts have been entered into are, Remington Rand of India, Rayala Corporation, Godrej & Boyce Manufacturing Co. For portable typewriters, the companies are J. K. Machines and Quality Office Appliances. I may add that before entering into rate-contracts, there was a tender notice, and it was only after looking into the various prices quoted, their quality, performance. inspection reports, etc., that the contracts were entered into.

श्री म० ला० द्विवेदी : मैंने पूछा यह था कि टा परा टों के पुर्जों के लिए इंडियन स्टेन्डर्ड्स इंस्टीट्यूशन ने कोई स्टेन्डर्ड्स मुकर्रर किया है या नहीं ? इस का जबाब नहीं मिला है ?

Shri Raghuramaiah: So far as spare parts are concerned, there is a separate rate-contract. The services include supply of spare parts. The

charges are generally those which are notified by the manufacturers and no complaints have come to us that anything more than that has been charged for any of those spare parts.

श्री म० ला० द्विवेदी : जवाब अभी भी नहीं आया है कि क्या इंडिय स्टेन्डर्ड्स इंस्टीट्यूशन ने क्या कोई स्टेन्डर्ड फिक्स किया है ?

अध्यक्ष महोदय : उन्होंने बतलाया तो है

श्री म० ला० द्विवेदी : गवर्नमेंट आफ़ इंडिया का जो स्टेन्डर्डस इंस्टीट्यूशन है उस में क्या पार्ट्स एप्रूव्ड है यह वह जवाब नहीं दे रहे हैं ।

Shri Raghuramaiah: The spare-parts are those which are manufactured by the manufacturers who manufacture the machines, and these spare parts alone—

Mr. Speaker: Whether they are being approved by the Indian Standards Institution, that is what he wants to know.

Shri Raghuramaiah: I could not answer that off-hand.

Shri S. C. Samanta: May I know whether regional language typewriters have been manufactured and, if so, whether any complaint has come about some regional language typewriters?

Shri Raghuramaiah: We have also rate-contracts concerning typewriters in Hindi, Marathi, Gujarati, Gurmukhi, Bengali, Assamese, Tamil and Malayalam. No complaint has been received.

श्री म० ला० द्विवेदी : मेरा एक दूसरा सवाल यह है . . . .

अध्यक्ष महोदय : तीन मर्तबा आप पूछ चुके हैं ।

श्री म० ला० द्विवेदी : मंत्री महोदय ने सवाल का जबाब ही नहीं दिया ।

श्री रा० स० तिवारी : मैं जानना चाहता हूं कि भारत के बने हुए टाइपराइटर्स को प्राथमिकता दी जाती है या नहीं ?

Shri Raghuramaiah: They are all of standard quality approved by our Inspectorate and they are all indigenously manufactured.

Mr. Speaker: They are preferred. Shri Kapur Singh:. . . . . .

Shri Kapur Singh: Are the Government aware that the typist in the Opposition Room in the Central Hall refuses to exchange his rattling Remington for a new Godrej and, if so, has the Government tried to find out what is the reason for his preference to the rattling junk than to a new India-made product?

Mr. Speaker: It will be for me to answer.

Shri Kapur Singh: What are the reasons?

Mr. Speaker: He should bring it to my notice. I shall look into it.

Shri Kapur Singh: I wanted to know the reasons.

Mr. Speaker: I will get it replaced. It is my department.

Shri Kapur Singh: That is only a way of putting it.

Mr. Speaker: I have got the notice now. I will look into it. Shri Shinkre.

Shri Shinkre: According to the present arrangements, the Government have issued licences to so many or several foreign manufacturers of typewriters and have imposed on them some discount on price for the machines intended for the Government and this difference in price or discount works out to something like 40 to 50 per cent. I want to know whether the Government also contemplate to allot to *bona fide* private in-

dividuals some machines and allow discounts?

Shri Raghuramaiah: We enter into rate contracts with various companies. Their price naturally varies. There was a time, not long ago, when some manufacturers were charging different rates for the Central Government requirements and for public corporations and for semi-Government institutions. About a few months ago, we have entered into negotiations with them and seen to it that the prices they charge are the same whether to the Central Government undertakings or to the public undertakings or semi-Government undertakings.

Shri Shinkre: What about the public at large?

Mr. Speaker: Next question.

Export of Machineries

*702. **Maharajkumar Vijaya Ananda:** Will the Minister of **Commerce** be pleased to state:

(a) whether Government are aware that there is a growing demand from some African countries for machineries including light engineering goods; and

(b) if so, the progress made so far to meet the heavy demand?

The Minister of Commerce (Shri Manubhai Shah): (a) Yes, Sir.

(b) A statement indicating progress in the export of engineering goods to African countries is placed on the Table of the House. [*Placed in Library, see* No. LT-4128/65]. Our exports to these countries which were valued at Rs. 1.16 crores in 1960 more than doubled in 1964, reaching the level of Rs. 2.51 crores.

Several sales-cum-study teams sponsored by the Engineering Export Promotion Council and an Indian Industrial Goodwill Delegation sponsored by the Federation of Indian Chambers of Commerce and Industry, have visited African countries recently to study the market for engineering goods there.

Maharajkumar Vijaya Ananda: May I know what types of goods, what items, are in demand?

Shri Manubhai Shah: In all there are 85 items. I can name a few-cycles, radios, typewriters, machine tools, garage tools, etc.

Maharajkumar Vijaya Ananda: May I know whether the Government will be prepared to subsidise these industries and encourage them?

Shri Manubhai Shah: There is no question of subsidy. Whatever assistance we give in a general manner also applies to goods going to Africa.

Shri D. C. Sharma: Though there has been appreciable increase in the exports to some countries, the exports have fallen down very considerably so far as Egypt—from Rs. 44 lakhs to Rs. 33 lakhs—Sudan and Ethiopia are concerned. Have Government tried to analyse the reasons which have led to this big fall in the exports to these countries?

Shri Manubhai Shah: So far as Egypt is concerned, the agreement only expired last year. It has now been revived and I hope the fall of Rs. 10 lakhs will be more than made up. In regard to Ethiopia, the fall has not been of any precipitate character, because the House will observe that in 1962 the amount was very small and the offtake relatively in 1963 was large. Similarly in regard to Sudan, in a particular year when certain bulk engineering goods were sold by us in Sudan, the exports were of a large quantity. Later on, when the project was over, only routine types of maintenance stores were sent there. So, it has to be seen from the proper perspective of project-cum-raw materials.

Shri Indrajit Gupta: I find that many of these countries listed in the statement are rich in raw materials

which would be of use to us, for our industries. May I know whether Government has got any scheme to arrange for a barter exchange with those countries of our engineering goods, so that we can get essential raw materials in exchange?

Shri Manubhai Shah: These countries are not rich in raw materials required for engineering goods, excepting cotton. Cotton cannot be bartered for engineering goods. We buy cotton from them and sell our textiles. If any country can offer non-ferrous metals as Congo, we are trying to procure it.

Shri Fatehsinhrao Gaekwad: May I know whether Government are keeping a strict watch over the quality of such exports?

Shri Manubhai Shah: Absolutely.

श्री म० ला० द्विवेदी : यह जो सदन पटल पर बयान रक्खा गया है उस को देखने से मालूम पड़ता है कि इन पांच सालों में दूसरे देशों में जो निर्यात हुआ है उस में कोई आशाजनक या संतोषजनक वृद्धि नहीं हुई है तो मैं जानना चाहता हूं कि क्या सरकार कोई ऐसा कदम उठा रही है कि जिससे इस में आगे प्रगति हो सके ?

श्री मनुभाई शाह : एक करोड़ से ढाई करोड़ हो गये हैं । इंजीनियरिंग प्रोडक्ट्स ढाई करोड़ का करना आसान नहीं है ।

Shri S. M. Banerjee: May I know whether it is a fact that HMT lathes which were produced more than needed in our country are now being exported to these African countries and, if so, what is the total number of lathes exported recently and the foreign exchange earned?

Shri Manubhai Shah: The lathes of HMT are of a high precision type which none of the African countries is really in a position to take advantage of. But we have sold them drills and the lighter machine tools of Ludhiana worth Rs. 8 lakhs.

Shrimati Savitri Nigam: May I know whether the hon. Minister is aware that many of the importers of our machinery in African countries have expressed the view that if our workshops and export houses could be opened in those countries our exports would be almost doubled?

Shri Manubhai Shah: That observation is quite correct. We have endeavoured not only to open workshops but also war factries as joint ventures in those countries of Africa. Already, there are five factories in Nigeria with Indian collaboration, 4 in Uganda, 1 in Ethiopia, 1 in Libya and 1 in Zambia. 5 more are under contemplation.

Coal Consumption

*703. **Shri Yashpal Singh:** Will the Minister of **Steel and Mines** be pleased to state:

(a) whether the consumption of coal has fallen;

(b) if so, the reasons therefor; and

(c) the measures taken to arrest the trend?

The Deputy Minister in the Ministry of Steel and Mines (Shri P. C. Sethi): (a) There has been a very slight fall in the consumption of coal in 1964-65 as compared to that in 1963-64;

(b) The reduction in consumption is negligible. However, as a result of dieselisation and electrification of railway traction in some areas, rephasing of the power programme, improved fuel technology practices in the steel plants and because some coal consuming industries have not come up as expected, the consumption of coal has not increased. As the transport situation became easier, consumers also began to reduce their stocks.

(c) Measures such as liberal licensing of brick kilns and soft coke depots, encouragement of the growth of coal based industries and permission

to quota holders to take additional quantities of coal without restrictions, have been adopted in order to step up the demand for coal.

श्री यशपाल सिंह : क्या सरकार ने यह ख्याल किया है कि फ़रनेस आयल से चलने वाल भट्टियों को यह कहा जाये कि वे कोयले से चलें, क्योंकि इस से फ़ारेन एक्सचेंज भी बचेगा और कोयले की खपत भी बढ़ेगी ?

श्री प्र० चं० सेठी : करीब 14 सीमेंट की फ़ैक्टरियां ऐसी हैं, जिन्होंने 1962 में कोयले के बजाय आयल पर चलने का निश्चय किया और वे इस के सम्बन्ध में आवश्यक इन्तजाम कर चुकी हैं और इसलिए उन को वापस कोयले पर लाना मुमकिन मालूम नहीं होता है ।

श्री यशपाल सिंह : क्या सरकार ने यह सोचा है कि फोर्थ फाइव यीअर प्लान में कोयले की डिमांड और सप्लाई की रेशो बारबर रहे और इस की प्रोपोशन में कमी न आय ।

श्री प्र० चं० सेठी : हम इस बात का ध्यान रखने की कोशिश कर रहे है कि डीजलाइजेशन और इलेक्ट्रिफिकेशन की वजह से कोयले की डिमांड में जो कमी आई है उस को देखते हुए फोर्थ प्लान का टारगेट बनाया जाये ।

Shri Jaipal Singh: From the reply of the hon. Minister to the previous question it is quite obvious that it is because of irregular supplies that the consumption of coal has gone down. May I know why Government have not thought of stockpiling coal in strategic positions in India since it does not get damaged with time?

Shri P. C. Sethi: As a matter of fact, the cement factories have switched over to oil when there was transport bottleneck about one or two years ago. Since that transport bottleneck is no longer there, coal is being used by them wherever possible.

Shri Jaipal Singh: My question was about stockpiling and it has not been answered.

The Minister of Steel and Mines (Shri Sanjiva Reddy): There is stockpiling at pit heads. A large number of collieries are concentrated in the Bengal-Bihar region, there are also a number of them in Madhya Pradesh and the Singareni area. Coal cannot be stockpiled in different corners, in every State or district. The transport position being easy, it is not difficult to carry coal and that is why we are not stockpiling it.

Shri Oza: Is it a fact that coal consumption is falling because industrial growth is not keeping pace, as expected? If so, what steps have this Ministry taken in coordination with the Industries Ministry to remedy the situation?

Shri N. Sanjiva Reddy: My colleague has already stated the various reasons for the fall in coal consumption. It is true that the demand from industries has not picked up as expected. There are also other reasons like the use of oil in place of coal, dieselisation and electrification of the Railways. In our own steel industry they have found out methods whereby they use less coal for the production of steel by injecting oil and naptha. Naturally, the demand for coal is less. About my consulting my colleague and all that, after all the demand from industries will pick up. It is not as though by consultation alone we can push up the demand from industries.

An hon. Member: What about Licensing?

Shri Sanjiva Reddy: That has to be addressed to the concerned Ministry.

श्री विश्राम प्रसाद : अभी उपमंत्री महोदय ने बताया कि 1964–65 में कोयले का कनजंप्शन पिछले साल से कम हुआ । मैं यह जानना चाहता हूं कि 1963–64 में

कितना और किस किस ग्रेड का कोयला कन्जयूम हुआ ।

श्री प्र० चं० सेठी : अलग अलग हैडज की कन्जम्पशन अलग अलग है । उदाहरण के तौर पर 1963–64 में रेलवेज को 13·24 मिलियन टन कोयला भेजा गया, जबकि 1964–65 में 12·98 मिलियन टन कोयला भेजा गया । और सब विभागों में भी इसी अनुपात से कमी हुई है ।

Shri A. S. Saigal: May I know whether large quantity of coal is collected near the pits and it is not being despatched on account of lack of transport facilities? What action is Government taking on this point?

Shri P. C. Sethi: As a matter of fact, excepting at one or two points, there is no transport bottleneck as such and pithead stocks are not more than one month's stock.

Shri A. P. Sharma: Is the Government going to remove restriction on the movement of coal to increase consumption?

Shri P. C. Sethi: There is no restriction on the movement of coal as such except where the lines are heavily loaded.

श्री विभूति मिश्र : क्या यह सही है कि कोयले का कन्जम्पशन इस लिए कम हो रहा है कि कोयले की क्वालिटी खराब है और इंडस्ट्रीज वाले उस को पसन्द नहीं करते हैं इस से सरकार को भी दिक्कत हो रही है ?

श्री प्र० चं० सेठी : अलग अलग किस्म की क्वालिटी का उत्पादन होता है । यह बात सही है कि जो बहुतायत है, वह ऐसी क्वालिटी की है, जो हल्की किस्म की है ।

Shri Indrajit Gupta: The Minister's first reply was that the consumption of coal has actually declined very slightly. If that is so, may I know what is the reaction of Government to the claim of the Chairman of the IMA that the production targets in the Fourth Plan should be reduced drastically and why are so many pits being closed down on the plea that coal consumption is falling?

Shri Sanjiva Reddy: No, Sir; we are not closing down many collieries. The type of coal which is surplus is of the lower grades. We are opening new collieries for metallurgical coal and coal of superiod variety. The lower grades of coal are so much in surplus that we need not open new collieries now. Even in the Fourth Plan we will be able to produce much more of this type of coal than what is likely to be required, from out of the collieries that we have today. That is the reason why we have done this. About the fall in coal consumption, a slight fall is there. The various reasons, have been read out and, I am sure, my hon. friend has heard about the railways and the steel plants consuming a little less than what they were doing last year.

Dastur & Co.

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*704. **Shri P. C. Borooah:**
Shri R. S. Pandey:
Shri Uikey:
Shri Vidya Charan Shukla:
Shri Radhelal Vyas:
Shri R. Barua:
Shri D. D. Mantri:
Shri P. Venkatasubbaiah:
Shri Ravindra Varma:
Shri K. C. Pant:

Will the Minister of **Steel and Mines** be pleased to refer to the reply given to Starred Question No. 367 on the 4th December, 1964 and state:

(a) whether Government have considered the offer of M|s. Dastur & Co., to merge their consultant firm in the Hindustan Steel Ltd. or a public sector unit of it; and

(b) if so, the decision taken thereon?

The Deputy Minister in the Ministry of Steel and Mines (Shri P. C. Sethi): (a) and (b). There was no offer by Messrs Dastur & Co. that they should be merged with Hindustan Steel Ltd. Government have, however, considered their offer of conversion into a public sector unit and are willing to do so. The terms on which this can be done are under negotiation.

Shri P. C. Borooah: What is the infructuous expenditure incurred by the company that will involve if the company is taken over by the Government?

The Minister of Steel and Mines (Shri Sanjiva Reddy): All these aspects are to be examined, A committee has been appointed with the Cabinet Secretary as the Chairman. The Steel Secretary and the Finance Secretary are also there. They are looking into all aspects of the question. At this stage I am not able to give further details.

Shri P. C. Borooah: How is the work of the Consultants Company and the Central Engineering Design Bureau proposed to be co-ordinated after the former is nationalised.

Shri Sanjiva Reddy: The Consultants will continue as they are and we will make use of them not only for the steel industry but for different industries including defence industries. We will keep the company as it is. I will not be able to say anything more now because it is being considered as to how best to use them and how much money to spend.

Shri Daji: Has it been brought to the notice of the Government that they are not having any work for quite some time and unless some work is immediately given to them before the negotiations conclude they will be completely bankrupt and the whole firm will break down? In view of the need to keep this highly technical firm going, have the Government considered giving them work immediately so that they keep going?

Shri Sanjiva Reddy: It is difficult for me and my Ministry to create work; that is why, of course, the decision has been taken that Dastur and Company will be used not only by the Steel Ministry but also by other industries. For the present the Steel Ministry has given them eight sites for study for pig iron plants. We can give them all the work that is available but to create work will be difficult.

Shri S. M. Banerjee: I would like to know whether it is a fact that Mr. Dastur was here and he met the Government officials and the Minister also and I want to know whether Government has taken any final decision about their association with the Bokaro steel plant or the matter is still under consideration.

Shri Sanjiva Reddy: I do not know if Mr. Dastur was here. At least, he did not meet me. He may have met others and also perhaps my friend Mr. Banerjee—I do not know—but he has not met me. Therefore, I am not able to say anything.

Shri S. M. Banerjee: He has not answered my question.

Mr. Speaker: When he has not met anybody, how can he say anything.

Shri Ranga: At least, the Government ought to be able to give the reply. He must have met the Government officials.

Shri Sanjiva Reddy: He might have met them but he has not met me. He comes so many times.

Shri S. M. Banerjee: The second part of my question was that I wanted to know whether the Government has taken any final decision regarding their association with the Bokaro steel plant.

Shri Sanjiva Reddy: That I am prepared to answer. No decision has been taken. I have repeatedly said that until the project report is ready it

will be difficult for us to say anything.

Shri Kapur Singh: Is it true that the highly efficient technical private enterprise is being forced to commit hara-kiri because of the Russians' refusal to associate them with the Bokaro steel plant and, if so, why do the Government allow the foreigners to impose their political system on us?

Shri Sanjiva Reddy: It is not the intention of the Government to damage Dastur & Co. Otherwise, it would not have considered an outlay of lakhs of rupees for taking them over in the public sector. The presumtion itself is wrong. We are trying to keep them alive by exploring the possibility of making use of them in various ways.

Shri Kapur Singh: I said nothing about life and death. Has the hon. Minister understood what I said? My question has not been ansered.

Shri Sanjiva Reddy: He used the word 'hara-kiri'.....

Shri Kapur Singh: If the hon. Minister does not understand the word 'hara-kiri', I can use the word 'liquidation'.

Mr. Speaker: He said that they are trying to keep them alive and not to allow them to commit hara-kiri.

Shri Kapur Singh: The private enterprise is being made to commit hara-kiri. If it becomes a public sector department.....

Shri Harish Chandra Mathur: Is it not a fact that because of lack of expert consultancy in this country, it was through the personal interest of our late Prime Minister Nehru that this Company transferred itself to India under certain expectations? May I know what are the compelling circumstances which have led this Company to come into the public sector?

Shri Sanjiva Reddy: I am sorry I do not know the details as to under whose instructions and inspiration they came to India and all that. As regards their coming to the public sector, it is not meant to damage them.

Shri Harish Chandra Mathur: It is not that you are wanting to damage them. That is not my question. My question is: Why have they come to such a pass....

Shri Sanjiva Reddy: I am not able to reply on behalf of Dastur & Co. They have offered to come to the public sector and we have accepted it.

Shri Harish Chandra Mathur: That is not my question. I want to know whether the hon. Minister is aware of this fact or not that there is such a great demand for consultancy work here and it was under such circumstances that they came here. What are the ecompelling circumstances which have led them to cease functioning as a private sector enterprise and now they want to function as a public sector enterprise. There must be certain compelling circumstances for them. Has the Minister made any study of that?

Shri Sanjiva Reddy: The whole matter has been placed before the Cabinet. They have considered all aspects of the matter. About the reasons and all that, it is very difficult to state on their behalf as to what circumstances compelled them to write to the Government for becoming a public sector enterprise. If I say something on their behalf, it will not be proper for me to do so. Here is a letter written to the Government and the Government has accepted it.

Shri R. Ramanathan Chettiar: In view of the suggestion made by the Prime Minister the other day, when he addressed the Federation of Indian Chamber of Commerce and Industry, to use not only the indigenous talents but also consultants like Dastur & Co., may I know why the Government should not give up the idea of taking over Dastur & Co. who have got more than 700 engineers on their staff?

Shri Sanjiva Reddy: We have not given up anything. On the other hand, we are trying to use them much more

by converting them into a public sector enterprise.

Shri Ramanathan Chettiar: On a point of order....

Mr. Speaker: What is the rule that is being transgressed?

Shri Ramanathan Chettiar: Arising out of this answer.... ..

Mr. Speaker: Then, it is no point of order.

Shri Ramanathan Chettiar: I want to get some clarification . . .

Mr. Speaker: No. Next question.

Shri Harish Chandra Mathur: This answer has created more confusion.

Central Advisory Council of Industries

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*705. **Shri M. L. Dwivedi:**
Shri D. N. Tiwary:
Shri Yashpal Singh:
Shri S. C. Samanta:
Shri Onkar Lal Berwa:
Shri P. C. Borooah:
Shri P. R. Chakraverti:
Shri Rameshwar Tantia:

Will the Minister of **Industry and Supply** be pleased to state:

(a) whether a meeting of the Central Advisory Council of Industries was held in New Delhi towards the end of January, 1965; and

(b) if so, the subjects discussed and conclusions arrived thereat?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) and (b). A meeting of the Central Advisory Council of Industries was held on the 28th January, 1965. There was a general discussion on the economic situation and industrial development in the country and the progress made in the Agro-industries and Electrical Engineering Industries was reviewed. The suggestions made by the members are under examination.

श्री म० ला० द्विवेदी : एक तरफ सरकार का यह मन्तव्य है कि देश में उद्योग बढ़ें और दूसरी ओर आवश्यक वस्तुएं निर्माण करने के लिए जिस कच्चे माल की जरूरत पड़ती है वह उचित मात्रा में उपलब्ध नहीं हो पाता है । क्या सरकार ने इस बात पर विचार किया है कि देश में कच्चा माल उचित मात्रा में तैयार हो या विदेशों से मंगाया ताकि उद्योगों की जरूरतें पुरी हो सकें

उद्योग तथा संभरण मन्त्रालय में भारी इंजीनियरिंग तथा उद्योग मन्त्री (श्री त्रि० ना० सिंह) : इस प्रश्न पर भी काउंसिल के कुछ मेम्बरों ने विचार व्यक्त किये थे और बातें कही थीं । यह ठीक है कि कच्चे माल का जो इम्पोर्ट होता है वह कम होता है, उसकी कमी है । फारेन एक्सचेंज जितना है उसके मुताबिक जो कुछ सम्भव हो सकता है किया जा रहा है । कच्चे माल को मनुफेक्चर करने के यत्न भी बराबर जारी हैं ।

श्री म० ला० द्विवेदी : जिन उद्योगों के लिए पर्याप्त मात्रा में कच्चा माल नहीं होता हैऐसे उद्योगों को चालू करने की सरकार मंजूरी क्यों दे देती है यदि कच्चा माल नहीं नहीं होता है तो ?

श्री त्रि० ना० सिंह : अक्सर जिन उद्योगों में कच्चे माल की कमी है वे बहुत से छोटे उद्योग हैं । छोटे उद्योग बिना सरकार की आज्ञा (लाईसेन्स) के भी जारी किये जा सकते हैं । हर एक प्रदेश में बहुत से ऐसे छोटे छोटे उद्योग चल रहे हैं और वे चालू हो जाते हैं । उसके बाद जो कुछ हम से हो सकता है हम करने की कोशिश करते हैं ।

श्री यशपाल सिंह : इस परिषद में इस बात पर भी किया गौर गया है कि उत्तर प्रदेश की चीनी मिलें जो मई तक चलती थीं उन में से ज्यादातर बन्द हो चुकी और उनके बारे में हमें क्या करना चाहिये ?

श्री त्रि० ना० सिंह : उसके बारे में अभी कहना बड़ा मुश्किल है ।

Shri S. C. Samanta: May I know whether the Central Advisory Council has recommended the setting up of some sub-committees to deal with different industries?

Shri Bibudhendra Misra: No suggestion has been made to set up any sub-committee, but they have made about a dozen important recommendations, and they are under the consideration of Government.

श्री ओंकार लाल बेरवा : सलाहकार परिषद में कौन कौन से राज्यों के प्रतिनिधियों को बुलाया गया था और उन्होंने क्या क्या सुझाव दिये ?

श्री त्रि० ना० सिंह : कोई स्टेट्स के प्रतिनिधि नहीं बुलाये जाते हैं । बहुत से उद्योग के आदमियों को, कंज्यूमर्ज के आदमियों को, लेबर के रिप्रेजेंटेटिव्ज को इस में रखा है । इस आधार पर लोग उसके मेम्बर हैं ।

Shri P. C. Borooah: May I know whether the Central Advisory Council attributed this slowing down in the growth of industries to the crisis of confidence arising out of the complexity in the tax structure and also frequent changes in company law, and if so, the reaction of the Government thereto, and what they propose to do to remove these difficulties?

Shri Bibudhendra Misra: They can use any words they choose such as 'crisis of confidence' so far as the heavy taxation is concerned. But that is a matter of opinion, and that is not a suggestion.

Shri P. R. Chakraverti: While taking into account the fact that the industries are concentrated in selected areas, may I know whether Government have devised measures to introduce and give a fillip to rural industries?

Shri Bibudhendra Misra: Yes, that is one of the important items.

Shri Shree Narayan Das: The hon. Minister has said that a number of recommendations have been made by the Council and they are under the consideration of Government. What are the important suggestions which they have made and which are under the active consideration of Government?

Shri Bibudhendra Misra: They made a number of suggestions. For instance, they suggested that the high level of taxation should be reduced. Then they wanted that some device should be found out to have sounder employer-labour relations, because there were complaints on this score; in fact, some people had complained that in some States the State Government were interfering with the labour problem. Then they wanted better co-ordination between the industrial and national laboratories, expansion of the existing units instead of creating new units, development of ancillary industries, import-substitution of raw materials, quality control etc.

Shri Sham Lal Saraf: The hon. Minister just now stated that small-scale industries can be set up without any sanction in the states all over. Is he aware that with regard to small-scale industries also, where it is a question of scarce raw materials, imported steels and Alloys and also raw materials under control, there is a dearth and consequently there is difficulty in obtaining them? If so, what steps are being taken to see that the small-scale industries get their supplies adequately and there will be smooth sailing as elsewhere?

Shri Bibudhendra Misra: When it was said that no licence is required, it is a technical statement in the sense that no licence is required to have a small-scale unit under the Act. But so far as raw materials are concerned, necessarily they have to register with somebody. No raw materials can be given without that.

In view of the shortage of scarce raw materials at present, it is the unanimous decision of the Small-Scale Industries Advisory Board which met last time that no units should be encouraged which would be dependent on scarce raw materials.

श्री विश्राम प्रसाद : अभी मंत्री जी ने बतलाया कि सलाहकर परिषद् में छोटे मोटे उद्योगों को बिजली देने के बारे में विचार हुआ । रिहन्द डैम की बिजली जो पूर्वी उत्तर प्रदेश को दी जाने वाली थी, जिस का बहुत बड़ा हिस्सा रेलवे को और बिड़ला को दे दिया गया है । मैं जानना चाहता हूं कि क्या इस पर भी कुछ विचार हुआ कि वह बिजली पूर्वी उत्तर प्रदेश में छोटे मोटे रोजगार चलाने के लिये दी जाये ।

श्री त्रि० ना० सिंह : इस गवर्नमेंट की और प्रान्तीय गवर्नमेंटों की यह नीति तो है कि बिजली का उपयोग गांवों और छोटे उद्योगों के लिए हो, लेकिन जहां तक रिहन्द का ताल्लूक है, अभी उन के पास फालतु बिजली नहीं है । वहां उस को बढ़ाया जा रहा है । जब वहां ज्यादा सप्लाई हो जायेगी तो जिसके लिए जो कुछ भी यत्न किया जा सकता है, जरूर किया जायेगा ।

श्री विश्राम प्रसाद : फालतु बिजली जो थी वह तो आपने रेलवे के लिए और अल्युमुनियम फक्टरी के लिए दे दिया । फालतु कहां होगी ।

Textile Control Advisory Committee

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*706. **Shri P. C. Borooah:**
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri Sarjoo Pandey:

Will the Minister of **Commerce** be pleased to state:

(a) whether the Textile Control Advisory Committee met in Bombay on the 27th January, 1965, to review the working of the statutory control on textiles since 20th October, 1964, when it was introduced; and

(b) if so, the main observations and recommendations made by the Committee?

The Deputy Minister in the Ministry of Commerce (Shri S. V. Ramaswamy): (a) and (b). A statement giving the information is laid on the Table of the House.

Statement

(a) Yes, Sir.

(b) The Committee viewed with satisfaction the effective introduction of the statutory controls and the smooth transition from the voluntary scheme to the statutory scheme. The Committee noted that the response to the Production Control Orders fixing a minimum quota for each mill was quite good; and that the cloth position in the country was highly satisfactory. The Committee also examined the report of the Sub-Committee under the Chairmanship of Shri R. G. Saraiya on trade margins and clubbing of controlled and non-controlled varieties. The Committee agreed with the Saraiya Sub-Committee that, in view of the existing trade practices relating to the distribution of cloth through the different trade channels, their variation from region to region and the effect of freight and credit facilities on such distribution, it was not possible to prescribe any apportionment of the 18 per cent margin, as between wholesalers semi-wholesalers, retailers etc. The Committee also agreed with the Sub-Committee that a code of conduct should be evolved by the trade itself and that Implementation Committees should be set up by the trade at various important centres such as Bombay, Ahmedabad, Kanpur, Calcutta and Madras.

Shri P. C. Borooah: Did the Committee take note of the fact that some of the mills have failed to fulfil their

part of the obligation in regard to the production of cloth? If so, what is the extent of that and what steps have been taken against the default?

Shri S. V. Ramaswamy: The failure was very minimal. About 86 per cent of what was expected was delivered. The other mills had not geared up. We took note of it, and now it is in order.

Shri P. C. Borooah: Is it a fact that with the enforcement of control on prices of these types of cloth, there is a heavy increase in the price of other varieties? If so, what steps have been taken to reduce those prices?

Shri S. V. Ramaswamy: This control deals only with certain varieties which are of essential use for the common man. It covers about 50 per cent of the total production. We have deliberately left the other 50 per cent uncontrolled, and if there is a slight increase in prices of those it will depend upon whether there will be consumer resistance to that.

Shri P. C. Borooah: It is a heavy increase.

श्री गुलशन : क्या यह सच है कि अभी बजट में कपड़े के कर पर छूट दी गई है। अगर वह छूट दी गई है तो क्या इस समिति ने यह विचार किया है कि कपड़े की कीमतें बाजार में उस छूट के साथ चलें।

Shri S. V. Ramaswamy: As a result of the reduction in excise duty, the price also has gone down considerably. With the reduction announced in the budget proposals in the excise duties on controlled coarse and medium varieties of cloth, the net reduction, that is relief to the consumers from the 1st March, 1965, after taking fully into account the effect of the revised multipliers works out to between 2 and 7 per cent in bleached, dyed, printed and finished varieties of controlled cloth. In the case of a few varieties of finished and processed cloth, the relief in price works out upto 10 per cent.

Shri Indrajit Gupta: Under this control system, a maximum margin of 18 per cent between ex-mill price and retail price is allowed. How is it proposed to distribute this 18 per cent between the different sections of the trade, that is, wholesalers, retailers and so on?

Shri S. V. Ramaswamy: A committee was appointed under the chairmanship of Shri Saraiya. It submitted its report to the effect that the practice varies from place to place, region to region and mill to mill. Government cannot lay down any process by which this can be distributed. It is for the trade to adjust itself.

Shri Subodh Hansda: Has there been any decline in prices, due to the new taxation policy of the Government, in the decontrolled varieties of cloth?

Shri S. V. Ramaswamy: In the non-controlled varieties, some have gone up, some have gone down.

Shri S. C. Samanta: The statement says:

> "The Committee also agreed with the Sub-Committee that a code of conduct should be evolved by the trade itself."

May I know what sort of code of conduct is at present being followed, and whether any revolutionary change has been suggested?

Shri S. V. Ramaswamy: As at present, there is no code of conduct. The main difficulty in this trade is what is known as clubbing, that is to say, certain varieties are forced upon the retailers by the wholesalers, so that things which will move fast are also clubbed with things which do not move fast and yield less profit. This is a thing which the trade itself has to deal with, and they have to formulate a code of conduct to see that this practice is not enforced.

Shrimati Renuka Ray: In view of the hardships that the retail trade is

suffering from due to this clubbing of the wholesalers, does Government consider it necessary to lay down some specific rules of conduct in this matter?

Shri S. V. Ramaswamy: First of all, there is no hardship at all, because, after all, the controlled variety may be about 20 per cent of the total value. The other 80 per cent is uncontrolled, where they can have the profit they would like to have. Secondly, it would not be possible for the Government to lay down any code of conduct for the retail merchants.

Shri Oza: May I know whether the recent decision of the Supreme Court about dearness allowance in the Textile Labour Association case is going to have any effect on the prices of cloth?

Shri S. V. Ramaswamy: Not likely.

Shortage of Wagons in Gujarat

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*707. **Shri Kapur Singh:**
Shri P. K. Deo:
Shri Narasimha Reddy:

Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that due to inadequate supply of wagons large quantity of salt is lying at the producing centres in Gujarat; and

(b) if so, the steps Government propose to take to improve the situation?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) and (b). A statement is laid on the Table of the Lok Sabha.

Statement

The loading of salt during the period August 1964 to March (28th) 1965 from stations in Gujarat, was of the order of 8092 wagons on Broad Gauge and 27,826 wagons on Metre Gauge. While during the period August to November, 1964 sufficient indents were not forthcoming leading to a large scale stabling of wagons and wastage of rail capacity, there was a sudden spurt in the demands in the subsequent months. Even then the outstanding demands with the Railways at the end of this period were only of the order of 8 days loading on Broad Gauge and 5 days on Metre Gauge.

The Railway's planning is based on uniform loading throughout the year with normal fluctuations and whenever there is an upsurge in the demands there is inevitably some time lag in meeting them.

Shri Kapur Singh: How does this fact of non-supply of wagons square with the recent claim made by the Railway Minister that a large number of goods wagons remain unutilised?

Shri Sham Nath: The position is this, that the railway planning is based on uniform loading throughout the year with normal fluctuations, but when there is an upsurge in demand, then inevitably there is some time lag between the demands and the supply.

Shri Kapur Singh: Has this lying of large quantities of salt at the producing centres something to do with the palatability of this salt?

Shri Sham Nath: No, Sir.

Shri Narendra Singh Mahida: Is Government aware that salt is a very important industry in Gujarat and that if such delays in the supply of wagons occur, the industry in Gujarat will suffer?

Shri Sham Nath: The question is not clear, Sir.

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): The salt industry will not suffer because, as will be noticed from the statement, loadings have gone up from month to month, both of zonal and non-zonal salt.

Shri Bishwanath Roy: In view of the difficulties in getting railway wagons in the peak period, may I know whether the Railway Ministry is making any arrangement for supply of spare

wagons in the lean period to different industries and the different Ministries concerned?

Shri Sham Nath: Yes, Sir. Besides this all possible steps are taken to meet the demand at the peak periods.

श्री अ० प्र० शर्मा : क्या यह ठीक नहीं है कि गुजरात में खास तौर पर रेलवे के पास वैगन्स की कमी नहीं है साल्ट को एक जगह से दूसरी जगह ले जाने के लिए, बल्कि साबरमती आश्रम में जो यार्ड है उसकी कैपेसिटी इतनी कम है कि जितनी जरूरत है वह उतनी वैगन्स होल्ड नहीं कर सकता है ?

श्री शाम नाथ : ऐसी कोई बात नहीं है ।

Assault on Railway Officials at Araria Court Station

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*708. { **Shri Vishwanath Pandey:** **Shri Krishnapal Singh:**

Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that on the 7th February, 1965, the driver, fireman, and the guard of a goods train were assaulted by a group of students of Araria Court Station of the Katihar-Jogbani section of the North East Frontier Railway;

(b) whether any enquiry has been made into this incident; and

(c) if so, the outcome thereof and the steps Government propose to take to prevent such situations arising in future?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) Yes, Sir, but the incident occurred on 4th February, 1965.

(b) and (c). No departmental enquiry has been made. However, the matter was immediately reported to the police authorities at Araria and the S.D.O. Jogbani. The police recorded the statement of the Guard and registered a case which is still under investigation.

The maintenance of law and order and prevention of crime in trains and railway premises are the responsibility of the State Governments. State Governments concerned have been moved from time to time to ensure effective action against such law breakers. Co-operation of educational institutions, universities and leaders of public opinion in the areas affected is also solicited in the matter by the Railway Administrations to avoid occurrences of this nature.

श्री विश्वनाथ पाण्डेय : ड्राइवर, फायरमैन और गार्ड इन लोगों को चोटें लगीं । क्या चोटें लगने के बाद इनको रेलवे द्वारा किसी अस्पताल में दवा के लिए भेजा गया था, और क्या इस मामले की कोई जांच हुई ?

डा० राम सुभग सिंह : उनकी सार देख रेख हुई है ।

श्री विश्वनाथ पाण्डेय : इस तरह की घटनाएं रेलवे में अक्सर होने लगी हैं मैं जानना चाहता हूं कि क्या रेलवे विभाग सशस्त्र पुलिस का प्रबन्ध इसके लिए करने को तैयार है ताकि ये घटनाएं न हों ? क्या सरकार इस पर विचार कर रही है ?

डा० राम सुभग सिंह : सरकार इसके लिए पूरी तरह तैयार है और इसके लिए राज्य सरकारों से भी बातचीत कर रही है और रेलवे पुलिस को भी इसके बारे में देखभाल करने को कह दिया है ।

Shri Krishnapal Singh: In view of the fact that such trouble between students and railway staff is restricted to certain branches of the railways and at certain fixed times when the students go to school or come from school, will the Railway Ministry consider allotting separate accommodation to students so that these things may not recur?

Dr. Ram Subhag Singh No, Sir, it will not be possible to provide separate accommodation for students be-

cause if they find a compartment is full in the rear, they can go to the other compartments.

श्री विश्राम प्रसाद : जैसी घटना बतायी गयी इस तरह की घटनाएं इसलिए होती हैं कि विद्यार्थियों के अपने गांवों में स्कूल नहीं हैं और उनको दूसरी जगह पढ़ने जाना होता है । ये विद्यार्थी कभी कभी रास्ते में जंजीर भी खींच देते हैं और जब गार्ड वगैरह बोलते हैं तो उनको पीट देते हैं । मैं जानना चाहता हूं कि क्या इस चीज को मद्दे नजर रखते हुए सरकार इन विद्यार्थियों को आधे दाम पर पास इश्यू करने के लिए सोच रही है जिससे कि उनका भी नुकसान न हो और सरकार का भी नुकसान न हो ?

डा० राम सुभग सिंह : असल में यह घटना मालगाड़ी की है । विद्यार्थी लोग मालगाड़ी से जाना चाहते थे और उनको गार्ड ने रोका । विद्यार्थियों के लिए कन्सेशन टिकट हैं ।

Shri Buta Singh: I want to know whether the students assaulted the staff of the goods train because they wanted some accommodation or for some other purpose?

Dr. Ram Subhag Singh: They wanted accommodation in the brake van and that was not given.

श्री यशपाल सिंह : क्या हमारे माननीय रेलवे मन्त्री ने शिक्षा मन्त्रालय से यह पूछा है कि छात्रों में इतनी अनुशासनहीनता क्यों है । यह सवाल तो शिक्षा मन्त्री से पूछना चाहिए था और पूछा जा रहा है रेलवे मन्त्री से ।

अध्यक्ष महोदय : इसका जवाब दें श्री डी० सी० शर्मा ।

Shri D. C. Sharma: May I know whether the Railway staff which was there collaborated with the persons who assaulted or collaborated with the railway guards, etc.?

Dr. Ram Subhag Singh: They did their duty because when the matter came to their notice they immediately reported to the police and sent intimation to the SDO also; they took all precautions to protect them.

श्री शिव नारायन : मैं जानना चाहता हूं कि कितने लोगों के खिलाफ मुकदमे चल रहे हैं और क्या कोई विद्यार्थी बन्द भी है ?

डा० राम सुभग सिंह : कोई विद्यार्थी बन्द नहीं है । लेकिन एस० डी० ओ० के यहां मामला है और पुलिस इस की तहकीकात कर रही है ।

श्री ज्वा० प्र० ज्योतिषी : क्या शासन ने इस तरह की हरकतें करने वाले विद्यार्थियों के खिलाफ यूनीवरसिटी या स्कूल की आथारिटीज को लिखा है कि उनके खिलाफ सख्त कार्रवाई की जाए या उनको निकाल दिया जाए ?

डा० राम सुभग सिंह : जी हां । इसके बारे में उनसे कहा गया है ।

श्री ओंकार लाल बेरवा : क्या यह सच है कि दो दिन पहले इन विद्यार्थियों में से तीन विद्यार्थियों को चालान कर दिया गया था ?

डा० राम सुभग सिंह : यह बिल्कुल गलत है ।

श्री हुकम चन्द कछवाय : क्या यह सही है कि दिल्ली को मेरठ और अलीगढ़ से आने वाली गाड़ियों में अधिकांश विद्यार्थी बिना टिकट चलते हैं । क्या सरकार ने उनके अध्यापकों को इस बात की शिकायत की है कि काफी विद्यार्थी बिना टिकट चलते हैं और टिकट मांगने पर कंडक्टर से झगड़ा करते हैं ? क्या कोई ऐसी शिकायत सरकार को मिली है ?

Shri A. S. Saigal: What steps do the Government contemplate to take to protect the railway officials from such kinds of heinous acts of students?

Dr. Ram Subhag Singh: As I stated in the main answer, we are taking up this matter, and we have already taken up the matter with the State Governments and other authorities concerned.

श्री हेमराज : रेलवे लाइन के साथ साथ जुरिस्डिक्शन रेलवे का है । लेकिन जवाब में कहा गया कि ला एण्ड आर्डर से स्टेट गवर्नमेंट का ताल्लुक है । मैं जानना चाहता हूं कि क्या उस वक्त आपकी रेलवे पुलिस वहां मौजूद नहीं थी ?

डा० राम सुभग सिंह : रेलवे पुलिस भी स्टेट गवर्नमेंट के मातहत काम करती है । वह छोटा सा स्टेशन है, वहां पर रेलवे पुलिस नहीं रहती ।

Decasualisation Scheme

*711. **Shri S. M. Banerjee:** Will the Minister of **Railways** be pleased to state:

(a) whether the decasualisation scheme regarding Casual Workers accepted by the Railway Board has been implemented on all the Railways; and

(b) if so, the number of workers benefited under this scheme in 1962, 1963 and 1964 (zone-wise)?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) and (b). There is no such scheme regarding decasualisation of casual workers which is under consideration by the Railway Board and, therefore, the question of acceptance of such a scheme or its implementation on the Railways does not arise.

Shri S. M. Banerjee: May I know whether it is not a fact that the casual workers who are employed from time to time on all the railways are decasualised and put on as regular employees and given the Central Pay Commission grade and scales and, if so, may I know the number of those who have been decasualised so far in 1964?

Dr. Ram Subhag Singh: That is the general practice; when they qualify to be given the CPC scales, they are being given, and there are hundreds of workers who have got that advantage.

Shri S. M. Banerjee: May I know whether it is a fact that there is a demand by the All-India Railway men's Federation and the other federation too that any worker who has completed more than six months' job should be regarded as a regular employee and should not be any longer treated as a casual employee and, if so, what is the reaction of the Government and what action has been taken?

Dr. Ram Subhag Singh: The demand is there. As I said, when they qualify to get the CPC scales they do get. The entire matter was gone into here. I disclosed here and the Railway Minister also said—I myself have said—that we are looking into the matter.

Shri S. M. Banerjee: May I know whether it is a fact that anybody who has completed a continuous service for six months will be regarded as a regular employee?

Dr. Ram Subhag Singh: Not all; those who do the work in the projects, are not regarded like that, because the project work is a temporary thing. But all others who complete six months' service become entitled to get the CPC scale and they do get it.

Shri Ranga: In view of the fact that the International Labour Conference has suggested that as far as it is possible decasualisation should be taken up as the special responsibility of all employers, would the Government consider the advisability of devising some scheme by which it would be possible for them to regularise or decasualise those employees and provide permanent employment for thousands of their workers as far as possible?

Dr. Ram Subhag Singh: Yes, Sir. When we considered this matter, we also considered the entire picture that had emerged according to the rules

and regulations formulated by the Labour Ministry, which might have been due to the suggestions of the International Labour Organisation also: On the basis of those recommendations, all these rules were formulated and are being executed.

Shri Indrajit Gupta: What is the ministry's reaction to the widespread practice which is often brought to their notice by various organisations of railwaymen that the services of the casual labourers on the railways are terminated or they are discharged just prior to the completion of six months' service and then they are reappointed as new hands, so that the responsibility of paying them CPC scales can be avoided?

Dr. Ram Subhag Singh: If any case of that type is reported to us, we shall immediately take action. Charges are made that workers are discharged after 5 months 29 days and those charges are not corroborated. If they are substantiated, we shall take action.

Shri Alvares: Is Government aware that in the recent informal consultative committee for labour, it was opined that the word casual labour would refer to the nature of employment and not to the wages, and therefore while their work would be casual, they should be paid corresponding wages for the work done according to the CPC scale?

Dr. Ram Subhag Singh: That has not been forwarded to the Railway Ministry. When it comes from the Labour Ministry, we shall consider it.

श्री म० प्र० शर्मा : क्या यह ठीक नहीं है कि रेलवेज़ में जो कैजुएल लेबरर्स काम करते हैं उनमें क़रीब क़रीब 90 फ़ीसदी मिनिमम वर्जेज़ एक्ट से गवर्न नहीं होते हैं, वह नौन-सैड्यूल्ड वर्कर्स हैं तो यह जो रेलवेज़ के कैजुएल वर्कर्स हैं उनको सी० पी० सी० एस० स्केल के मुताबिक़ एक दिन की तनख्वाह देने में सरकार को क्या एतराज़ है ?

डा० राम सुभग सिंह : इन दोनों बातों पर विचार किया जाएगा ।

Shrimati Savitri Nigam: May I know whether there is any difference in wages of casual labour between men and women workers?

Dr. Ram Subhag Singh: We are acting according to the rules.

Permits for Cement and Bricks

***712. Shrimati Savitri Nigam:** Will the Minister of **Industry and Supply** be pleased to state:

(a) the number of applications received by the Civil Supplies Department, Delhi Administration for the grant of permits for cement and bricks for minor purposes during the last six months;

(b) the number of permits granted till the end of February, 1965;

(c) whether it is a fact that a large number of applications are pending with that Department for a long time; if so, the reasons therefor; and

(d) the criteria for the grant of permits to the applicants?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) to (d). A statement is laid on the Table of the House.

Statement

(a) 23,688.

(b) 12,920; further 1,085 applications have been rejected since on verification demands were not found satisfactory.

(c) 9,683 applications were pending at the end of February, 1965 (due to the shortage of cement).

(d) The Delhi Administration has adopted the following criteria for the grant of permits to the applicants:

(i) *New Construction*: Applications for new construction are required to be supported

with sanctioned plans of Municipal Corporation or N.D.M.C. The assessment of bricks and cement is made on the basis of the specifications given in the copies of the sanctioned plans.

(ii) *Cases of rural areas*: The applications are recommended by the respective Block Development Officers and the permits for bricks and cement are issued according to their recommendations.

(iii) *Repairs of houses etc*: Applications for repairs are considered in two categories; *viz.*

(a) Emergent repairs.

(b) General repairs.

Under category (a) permits are generally issued urgently. In such cases the applications are supported by the emergency notices issued by the Municipal Corporation for carrying out repairs within specified period mentioned in the notices. Under category (b). the applications are sent to the Inspectors of the Civil Supplies Directorate for verification and assessment of the demand of cement and bricks. On the basis of the verification reports, permits for bricks and cement are issued to the parties according to the registration of the applications and letters are sent at the residences of the applicants for the collection of permits.

Shrimati Savitri Nigam: What is the reason for such heavy rejection of applications? In the statement it is said that more than 14000 applications out of 23000 and odd have been rejected. Is the scrutiny too strict and the needs of the people are not being met because of the strictness?

Shri Bibudhendra Misra: The statement says that 1085 applications were rejected and 9683 were pending.

Shrimati Savitri Nigam: The statement says that for rural areas, the applications are recommended by the respective Block Development Officers. Is the minister aware that because of this procedure, the villagers have been put to a lot of difficulty because they have to do a lot of running about?

Shri Bibudhendra Misra: So far as distribution is concerned, it is a matter for the Delhi Administration. They have a screening committee. It is only natural that it must come through and be proposed by some officer in order to find out whether the demands are fair or not.

Shri S. N. Chaturvedi: May I know if any complaints have been received that there is discrimination in the issue of permits and while stocks accumulate with certain stockists, permits are issued only to the favoured ones?

The Minister of Industry and Supply (Shri T. N. Singh): We are not aware of such complaints. If they are brought to our notice, we shall certainly take action.

श्री ओंकार लाल बेरवा : क्या यह सच है कि नलकूप का काम वगैर सीमेंट के दिल्ली नगर निगम ने रोका हुआ है क्योंकि केन्द्रीय सरकार ने उनको सीमेंट का पूरा कोटा नहीं दिया है ?

Shri T. N. Singh: That should not ordinarily happen because we have given the highest priority to Plan projects.

Shri Daji: Is the Government aware that the Delhi Administration has notified that it will no longer take any more applications as the pending applications themselves will take more than three years to clear? If that is so, has the Government decided to change the priorities for allotting cement so that allotment of cement to cinema houses and other places of entertainment could be stopped and allotment could be made only for essential purposes?

Shri Bibudhendra Misra: The 1964 distribution figures show that allot-

ment for private residences was about 78 per cent of the total allocation. Now the Delhi Administration feels that cement should be allotted on high priority basis for developmental work and should not be given to private people for some time to come.

Shri Buta Singh: There is a widespread impression in the capital about the prevalence of large-scale corruption in the office of the Civil Supplies Department of Delhi. What is the agency with the Government to verify whether this impression is right or wrong? Can the Minister assure this House that an inquiry will be made into the complaints received by them?

Shri Bibudhendra Misra: Not to the plaints that this department is not functioning well and there is corruption?

Shri Bibudhendra Misra: Not to the knowledge of the Government. If any complaint comes to our notice, certainly we will look into that.

Productivity Year

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*714. { **Shri P. C. Borooah:** / **Shri Tan Singh:**

Will the Minister of **Industry and Supply** be pleased to state:

(a) whether the year 1966 will be observed as Productivity Year;

(b) if so, the broad features of the plan; and

(c) the estimated expenditure likely to be incurred on this scheme?

The Deputy Minister in the Ministry of Industry & Supply (Shri Bibudhendra Misra): (a) to (c). A statement is laid on the Table of the House.

STATEMENT

(a) Yes, Sir. The National Productivity Council (NPC) of India which is an autonomous organisation aided by the Government of India has decided to observe the year 1966 as India Productivity Year.

(b) The plan aims at widening and deepening national awareness of the importance of Productivity as a vital factor of economic growth. To this end the range of productivity activities initiated, developed and presented by NPC since 1958 would be further extended and intensified during 1966. It is proposed to associate a large number of organisations in carrying out planned activities throughout the year. The organisations will include industrial enterprises, associations of industries, chambers of commerce, universities, labour unions, management training institutes, government departments, defence establishments, bodies concerned with agricultural development, and professional institutions. The activities will include productivity fairs at several places, films on productivity, productivity awards, essay contests, broadcasts, newspaper supplements on productivity, special training programmes and seminars, posters, flags, badges and publications. All these will be designed to stimulate a wider and deeper appreciation of the value and validity of productivity in industry, agriculture, commerce, public administration, defence and other sectors of human activity. To ensure effective implementation of the activities, the National Productivity Council has decided to set up National and State and Local Committees.

(c) Estimates of expenditure are under preparation.

Shri P. C. Borooah: It is mentioned in the statement that National, State and Local Committees of the National Productivity Council are being formed. May I know in which States they have been formed?

Shri Bibudhendra Misra: So far as I know, the consent of the Prime Minister has been obtained for the National Productivity Council to have its committees. The National Productivity Council has issued the note in the month of March. I think they are going to be formed soon.

Shri P. C. Borooah: It is also mentioned in the statement that the Council is going to have exhibitions. Will they be State-wise or only at one place?

Shri Bibudhendra Misra: It will depend upon the location of industries and other factors.

Shrimati Ramdulari Sinha: May I know whether the Government is aware of the fact as to whether there has been any reasonable impact of the productivity movement in the field of production and, if so, which State has stood first in this?

The Minister of Heavy Engineering and Industry in the Ministry of Industry and Supply (Shri T. N. Singh): It is very difficult to say about a particular State. But I can assure the hon. Member and the House that productivity movement has produced good results and it is appreciated by industrialists also.

Shri Sham Lal Saraf: May I know whether productivity is confined to industry alone or it is extended to agriculture and other fields also in the interests of the country?

Shri Bibudhendra Misra: Not only the industrialists but labour union leaders, representatives of public sector undertakings and even technicians are invited.

Export of Textiles

***715. Maharajkumar Vijaya Ananda:** Will the Minister of **Commerce** be pleased to state the steps taken to face the severe competition from Japan in the matter of export of textiles to East African countries?

The Deputy Minister in the Ministry of Commerce (Shri S. V. Ramaswamy): A statement is laid on the Table of the House.

STATEMENT

Special efforts are being made to improve our textiles trade with East African markets. A delegation was sent by the State Trading Corporation in December 1964, to Tanganyika to negotiate with the Cooperative Supply Association of Tanganyika Limited for the sale of Indian Textiles. A delegation from Tanganyika is expected to visit India in April 1965 at the invitation of the Cotton Textiles Export Promotion Council for establishing contacts between the textile industries of the two countries. A Textile Delegation of the Cotton Textiles Export Promotion Council visited East Africa recently to study the market conditions in that region with a view to increasing our exports. The Cotton Textiles Export Promotion Council is also taking steps to improve our competitive position in the East African markets.

Maharajkumar Vijaya Ananda: In view of the competition from Japan, if we lose the African market, has the Government in view some other market for our products?

Shri S. V. Ramaswamy: There is no question of our losing the market. We are making every attempt to see that our trade with East Africa improves. We are sending delegations. A sales team had gone there. Members of the Indian Textile Promotion Council had also gone there. We are taking every possible step to increase our trade with East Africa

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12.00 hrs.

SHORT NOTICE QUESTION

Fire in the Heavy Engineering Corporation, Ranchi

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7. **Shri Subodh Hansda:**
Shri Yashpal Singh:
Shri Kapur Singh:
Shri Hukam Chand Kachhavaiya:
Shri Onkar Lal Berwa:
Shri Jagdev Singh Siddhanti:
Shri Yudhvir Singh:
Shri Lahri Singh:

Will the Minister of **Industry and Supply** be pleased to state:

(a) whether it is a fact that there was fire in the Ranchi factory of the Heavy Engineering Corporation on the 28th March, 1965;

(b) if so, whether there was loss of property due to this;

(c) when this fire was noticed; and

(d) how long it took to extinguish it?

The Minister of Heavy Engineering and Industry in the Ministry of Industry and Supply (Shri T. N. Singh): (a) Yes, Sir. A fire broke out in the temporary construction shed adjoining the Grey iron Foundry building on the evening of 27th March, 1965.

(b) The total value of damage done to equipment and storage shed is estimated to be Rs. 20,000.

(c) At about 5.30 p.m.

(d) Within 20 minutes.

Shri Subodh Hansda: Since this is the third fire that occurred in the Heavy Engineering Corporation and since in the history of other public undertakings no such fire has occurred till now, can we not assume that some sort of subversion activity is going on in the Heavy Engineering Corporation?

Shri T. N. Singh: So far as we know up till now there is no reason to suspect that. But I have already ordered an inquiry promptly, and I shall await the report of the inquiry committee before making any statement.

Shri Subodh Hansda: What were the articles that were damaged due to this fire?

Shri T. N. Singh: They were winding cables, control panel, insulating material etc.

श्री यशपाल सिंह : हम रोजाना इन बातों को प्रैस में पढ़ते हैं और सुनते हैं और रोजाना इस तरह की दिक्कतें पैदा होती हैं । मैं यह जानना चाहता हूं कि सरकार ने इस का क्या इन्तजाम किया है कि भविष्य में इस तरह की घटनायें न हों ।

श्री त्रि० ना० सिंह: मैं इत्मीनान दिलाना चाहता हूं कि वहां पर फ़ायर फ़ाइटिंग के लिए काफ़ी अच्छा इन्तजाम है और यही कारण है कि यद्यपि वहां काफ़ी तेज़ फ़ायर थी, लेकिन वह बीस मिनट के अन्दर ही बुझा दी गई : यह कहना नामुमकिन है कि इस किस्म की आग कभी नहीं लगी । इतनी बड़ी फ़ैक्टरी में कभी कभी आग लग जाती है । वहां पर फ़ाउण्ड्री है और बड़ी बड़ी भट्टियों में जलता हुआ लोहा गिराया जाता है और अगर वह उछल कर कहीं गिर जाये, तो आग लग सकती है ।

Shri Kapur Singh: Have any inquiries been made into this specific issue whether the anti-fire arrangements at this factory require a complete overhauling?

Shri T. N. Singh: It has been completely overhauled to the best of my knowledge and we are strengthening it all the time. After the inquiry report of Justice Mukerjee, I can assure the House, we have taken very prompt measures.

श्री हुकम चन्द कछवाय : क्या यह बात सही है कि इस कारख़ाने में यह आग पांचवीं बार लगी है ? यह सवाल अनेकों बार यहां उठाया गया है । क्या मन्त्री महोदय यह बतायेंगे कि क्या इन आगों के पीछे किसी राजनीतिक दल या किन्हीं विदेशी तत्वोंका हाथ है ? इस एन्क्वायरी की रिपोर्ट कब तक हमारे सामने आ जायेगी ? हर बार यह आश्वासन दिया जाता है कि हम इसकी जांच करवा रहे हैं ।

श्री त्रि० ना० सिंह : जहां तक इस फ़ायर का ताल्लुक है, इसके बारे में तो जांच होने के बाद मैं कोई स्टेटमेंट दे सकता हूं । एक फ़ायर के बारे में यह शुबहा है । मैंने पहले भी कहा है कि बहुत

काफ़ी तगड़ी जांच हो रही है और उसके बारे में हाउस को चन्द दिनों में मालूम हो जायेगा कि असली बात क्या है ।

श्री ओंकार लाल बेरवा : मैं यह जानना चाहता हूं कि इस बात का क्या कारण है कि आग लगने के बाद जब फ़ायर ब्रिगेड को टेलीफ़ोन किया गया, तो वह लगभग दो घंटे बाद आया ।

श्री त्रि० ना० सिंह : फ़ायर ब्रिगड दो घंटे बाद नहीं, उसी वक्त, इम्मीडिएटली, आया और बीस मिनट के अन्दर आग बुझा दी गई ।

श्री जगदेव सिंह सिद्धान्ती : क्या कभी इस बात पर भी विचार किया गया है कि कुछ आदमी फ़ैक्टरियों में बीड़ी सिगरेट जेब में ले जाते हैं और वे उसको अन्दर जला सकते हैं ? क्या इस बात की जांच की गई है कि यह दुर्घटना इसी तरह तो नहीं हो गई है ?

श्री त्रि० ना० सिंह: : जहां तक अन्दाज़ है, इस आग का बीड़ी वग़ैरह से कोई ताल्लुक नहीं है । कहा जाता है कि जलता हुआ लोहा जो गिराया जा रहा था वह उछल कर चला गया ।

Shri Indrajit Gupta: Since there are a number of other factories where that type of foundry, forge, blast furnace etc. are in operation, does the Government consider it purely coincidental or due to some other possible reasons that this particular plant is so susceptible to recurrent fires?

Shri T. N. Singh: Usually, roundabout such places, there is no construction. This was a temporary shed there for construction purposes. Anyway, I have taken notice of that and I have asked them as to why the temporary shed was there. I am making an enquiry and I shall certainly tell the House the results of that.

Shri A. P. Sharma: During the last session, you directed the Ministry to have a special discussion on this Ranchi incident including the recurrent fires that have taken place but that discussion did not take place. May I know whether we are going to have a special discussion on this during this session?

Mr. Speaker: The Minister of Parliamentary Affairs would tell us.

WRITTEN ANSWERS TO QUESTIONS

Inventions Promotion Board

*709. { **Shri Ramachandra Ulaka:**
Shri Dhuleshwar Meena:

Will the Minister of **Industry and Supply** be pleased to state:

(a) the amount of grant sanctioned in 1964-65 for the Inventions Promotion Board; and

(b) the total amount spent during the same period and the nature of expenditure?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) Rs. 2,12,000.

(b) Rs. 1,63,867 (upto 28th February, 1965) as follows:

1. Establishment expenses—Rs. 1,19,391.
2. Office equipment—Rs. 32,195.
3. Grants-in-aid to Inventors—Rs. 12,281.

Mining Leases

*710. **Shri P. K. Deo:** Will the Minister of **Steel and Mines** be pleased to state:

(a) whether during the last four years or so, mining leases and prospecting licences have not been granted to any party in Orissa other than the Orissa Mining Corporation which has

been sponsored by the State Government;

(b) whether mining leases and/or prospecting licences are being granted to the said Orissa Mining Corporation over areas which were applied for long before by the private sector in Orissa; and

(c) if so, what are the areas granted to them under lease or licence and the result of their working in the granted areas justifying the discrimination?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) No, Sir. During the last four years (1961—March 1965), 216 prospecting licences and 100 mining leases were granted to private parties as against 13 prospecting licences and 18 mining leases granted to the Orissa Mining Corporation.

(b) No, Sir. There are, however, some cases where private parties applied for the grant of mineral concessions over certain areas, but their applications were rejected as the areas were found potentially rich in minerals and it was decided to reserve them for exploitation in the public sector. Subsequently, mineral concessions over such areas might have been granted to the Orissa Mining Corporation.

Mineral concessions over areas which have been reserved for exploitation in the public sector are granted only to public sector undertakings like the Orissa Mining Corporation. Applications for the grant of mineral concessions over such areas are not entertained from private parties.

(c) Does not arise in view of the reply to part (b) above.

Production Cost of Steel

*713. **Shri D. J. Naik:**
Shri C. M. Kedaria.
Shri Balmiki:

Will the Minister of **Steel and Mines** be pleased to state:

(a) whether it is a fact that the cost of production of steel per ton is more in the public sector than that in the private sector; and

(b) if so, the reasons therefor and the steps taken or proposed to be taken to reduce the cost?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) and (b). Information relating to the latest cost production of various categories of steel is treated as confidential by the producers and is generally not disclosed by them. A comparison between recent costs of production in the public sector plants with those in the private sector plants is not, therefore, possible. However, on the basis of such information as is available with Government, it can be generally stated that the costs of production of ingot steel and saleable steel in public sector plants are quite comparable to those in the private sector steel plants.

The costs of production of steel in the public sector steel plants are kept constantly under watch and suitable steps are being taken to keep them as low as possible.

Pilferage of Wagon Loads of G.C. Steel

*716. **Shri R. S. Pandey:**
Shri R. Barua:
Shri L. N. Bhanja Deo:

Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that 20 wagon loads of G.C. Steel meant for Defence purposes have been pilferred on way from Jamshedpur to Delhi and are untraceable;

(b) whether the Central Bureau of Investigation conducted any raid on the Atlas Cycle Factory, Sonepat, Punjab in this connection; and

(c) if so, the steps taken in the matter so far and the result thereof?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag

Singh): (a) to (c). The matter is under investigation by the Central Bureau of Investigation.

Hanover Fair

*717. { **Shri Vishwa Nath Pandey:** **Shri Ram Harkh Yadav:**

Will the Minister of **Commerce** be pleased to state:

(a) whether Government propose to participate in the Hanover Fair to be held in West Germany;

(b) if so, the types of goods to be exhibited there; and

(c) the total cost to be involved?

The Minister of Commerce (Shri Manubhai Shah): (a) India is arranging participation in Hanover Fair, 1965 through Engineering Export Promotion Council, Calcutta.

(b) Metals and metallurgical products, castings, builders' hardware, hand tools, machine tools, steel furnitures, fans, sewing machines, bicycles and other engineering items.

(c) The estimated cost is about Rs. 1.50 lakhs.

Manufacture of Machine Tools

*718. **Shri P. C. Borooah:** Will the Minister of **Industry and Supply** be pleased to state.

(a) whether a Japanese Machine tool delegation recently visited India in February, 1965, to explore further possibilities of Japanese collaboration in machine tool production in India; and

(b) if so, the result thereof?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibhudhendra Misra): (a) and (b). A Japanese machine tool delegation visited India in February-March 1965. The delegation was primarily interested in sale of Japanese Machine Tools in India. It had a preliminary survey of the conditions here and agreed that efforts should be made to manufacture Japanese Machine Tools in India. There have been no devlopments so far.

Coal Deposits near Bhurkunda

*719. **Maharajkumar Vijaya Ananda:** will the Minister of **Steel and Mines** be pleased to state:

(a) the estimated quantity of coal deposits of good quality discovered in and around Bhurkunda; and

(b) the extent to which this reserve is being utilised for industrial and commercial purposes?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) It is estimated that there are reserves of about 480 million tonnes of good quality coal in and around Bhurkunda.

(b) The present production from the above area is about 3.0 million tonnes per annum. Coal from this area is being supplied to the Railways, some power stations, cement factories and other industrial users in the up country direction.

Coke Plants

*720. **Shri P. C. Borooah:** Will the Minister of **Steel and Mines** be pleased to state:

(a) whether there is a scheme to set up a chain of coke plants to meet the requirements of the pig iron plants to be set up in the private sector; and

(b) if so, the broad outlines of the scheme, including the number of the plants, their production capacity and cost and their State-wise distribution?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) With a view to meeting the requirements of hard coke for pig iron plants to be set up in the private sector during the IV Plan period, a proposal is under consideration to set up one or two coke over plants in the public sector.

(b) The matter is under examination.

Railway Workshop, Bikaner

1857. Shri Karni Singhji: Will the Minister of **Railways** be pleased to state:

(a) the number of employees at present working in the Railway Workshop at Bikaner;

(b) the number of employees promoted during 1962-63 and 1963-64;

(c) the number of trade apprentices appointed during the last four years (year-wise); and

(d) the amount being spent annually by Government on the training of trade apprentices during the above period?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) 1638.

(b) 1962-63 .. 68.
1963-64 .. 53.

(c)

Year	Number of Trade Apprentices appointed.
1961	Nil
1962	5
1963	Nil
1964	Nil
TOTAL	5

(d)

Year	Amount Paid
1961	Nil
1962	Rs. 3,520·00
1963	Rs. 1,600·00
1964	Nil
TOTAL	Rs. 5,120·00

Lignite in Bikaner

1858. Shri Karni Singhji:
Shri P. L. Barupal:
Shri Surya Prasad:

Will the Minister of **Steel and Mines** be pleased to state:

(a) whether it is a fact that the Department of Mines and Geology, Rajasthan has discovered new deposits of lignite in Bikaner district; and

(b) if so, extent of reserves estimated to be available in this deposit?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) and (b). The Department of Mines and Geology of the Government of Rajasthan located, in November, 1963, a deposit of lignite near Khari village in Bikaner District. According to their estimates, the reserves in this deposit are about four million tonnes.

Indian Standards Institute

1859. Shri Himatsingka: Will the Minister of **Industry and Supply** be pleased to state:

(a) whether training facilities of the Indian Standards Institute are available for trainees from abroad; and

(b) if so, the number of countries which have made use of the training facilities?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) Training facilities in the field of Standardization under the Technical Co-operation of Colombo Plan and Special Commonwealth African Assistance Plan are available in the Indian Standards Institution for the nominees of the Government of under-developed countries of Asia and Africa.

(b) So far, four countries, namely, Malaysia, Philippines, Thailand and Ceylon, have made use of the training facilities.

State Trading Corporation

1860. Shri Rama Chandra Mallick: Will the Minister of **Commerce** be pleased to state the quantity and value of imports and exports made by the State Trading Corporation commodity-wise and country-wise during 1963-64 and 1964-65?

The Minister of Commerce (Shri Manubhai Shah): A statement giving the quanties and values of commodities imported and exported country-wise by the STC in 1963-64 is laid on the Table of the House. [*Placed in Library. See* No. LT-4129/65.]

As the accounts for the year 1964-65 have not yet been closed, it is not yet possible to compile the information for the full year.

Track between Nanjangud and Chamarajanagar

1861. Shri Siddiah: Will the Minister of **Railways** be pleased to state:

(a) the amount spent on the annual and special repairs of the track between Nanjangud and Chamarajanagar, Southern Railway during 1962-63, 1963-64 and 1964-65;

(b) whether there is any proposal to replace the existing 40 lbs. rail by 60 lbs. rail on this section; and

(c) if so, the detail thereof?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) Amount spent on the repairs of track between Nanjangud and Chamarajanagar was as under:—

Year	Amount spent on annual & special repairs
	Rs.
1962-63	1,12,602
1963-64	1,22,486
1964-65	1,28,292

(b) and (c). The work will be considered during the Fourth Plan period and its inclusion will be dependent on the availability of funds and materials, and the relative priorities of various track-works.

Allotment of Cement to Madras

1862. Shri M. P. Swamy: Will the Minister of **Industry and Supply** be pleased to state:

(a) the quota of cement allocated to the Madras State in 1963-64 and 1964-65; and

(b) the quantity of cement actually made available to Madras State during the same period?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) and (b). The requisite information is as under.

(In metric tonnes)

Year	Allotment	Supplies
1963-64	482,480	433,089
1964-65	529,400	419,014 (upto January, 1965).

Steel Plant at Hospet

1863. { Shri Yashpal Singh: / Shri Bhagwat Jha Azad:

Will the Minister of **Steel and Mines** be pleased to state:

(a) whether Government of Mysore have approached the Central Government for floating a public company for the establishment of a steel plant at Hospet; and

(b) if so, the reaction of Government thereon, especially in view of their earlier decision that public participation in public sector undertakings was not desirable?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) No, Sir.

(b) Does not arise.

स्टेशनों पर पीने का पानी

1864. { श्री म० ला० द्विवेदी : / श्री रा० स० तिवारी : / श्री स० चं० सामन्त :

क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) कितने रेलवे स्टेशनों (खंडवार) पर पीने के पानी की स्थायी व्यवस्था कर दी गई है ;

(ख) खंडवार ऐसे कितने स्टेशन हैं जहां पीने के पानी की ऐसी कोई व्यवस्था नहीं है ; और

(ग) ऐसे सब स्टशनों पर (खंडवार) पीने के पानी की व्यवस्था करने के लिए सरकार का विचार क्या कार्यवाही करने का है ?

रेलवे मंत्रालय में राज्य मंत्री (डा० राम सुभग सिंह): (क) और (ख) एक बयान सभा पटल पर रखा गया है ? **[पुस्तकालय में रखा गया देखिये संख्या** 4130/65]

(ग) सभी स्टशनों पर पीने का पानी पर्याप्त मात्रा में सप्लाई करने के सवाल पर रेल प्रशासनों का ध्यान हमेशा से रहा है और पीने लायक पानी के नये स्रोतों की बराबर जांच होती रहती है । नगरपालिकाओं या स्थानीय निकायों द्वारा जहां पर पानी सप्लाई करने की नयी योजनाएं चालू की जाती हैं वहां उन्हीं से पानी लेने का प्रयास किया जाता है । जिन स्टेशनों पर रेलवे के अपने स्रोत से पानी नहीं उपलब्ध हो पाता है वहां बाहरी स्रोत से पानी मंगाकर पीपों में रखा जाता है । दूसरे स्टेशनों पर पानी की व्यवस्था स्टेशनों की पानी की टंकियों से की जाती है । इस बात की पूरी तरह जांच-पड़ताल कर लेने के बाद कि पानी किस स्थान से मिल सकेगा, निर्धारित कार्यक्रम के अनुसार कुओं और नल-कूपों की व्यवस्था की जाती है । तीसरी योजना के पहले चार वर्षों की अवधि में 869 स्टशनों पर नल-कूपों से पीने के पानी की व्यवस्था की गयी है और 126 अन्य स्टेशनों पर यथोचित शोधन के बाद अन्य स्रोतों से पानी सप्लाई करने की व्यवस्था की गई । इस दिशा में रेल-प्रशासनों का प्रयास जारी रहेगा । चूंकि हाल्ट स्टेशनों पर कोई रेल कर्मचारी तैनात नहीं रहता है, इसलिए उन स्टेशनों पर कुओं और नल-कूपों से पानी सप्लाई करने के बजाय कोई अन्य प्रबन्ध नहीं किया जा सकता है ।

Halt Station at Brahmpur

1865. Shri Daljit Singh: Will the Minister of **Railways** be pleased to state:

(a) whether there is any proposal to have a halt station at Brahmpur on Rupar Nangal Dam section of Northen Railway; and

(b) if so, whether any contractor for selling tickets has been appointed?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) **No.**

(b) Does not arise.

Industrial Cooperatives in Punjab

1866. Shri Daljit Singh: Will the Minister of **Industry and Supply** be pleased to state:

(a) the number of Industrial Cooperatives working in Punjab at present; and

(b) the nature of work done by them?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) As on 31st January, 1965, there were 5,890 Industrial cooperative societies in Punjab.

(b) These societies are engaged in the production, marketing etc. in respect of the following industries:

(1) Handloom
(2) Small Scale Industries
(3) Khadi & Village Industries
(4) Handicrafts
(5) Sericulture

Coal at Pitheads

1867. { Shri Subodh Hansda: / Shri S. C. Samanta:

Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that four-

wheeler wagons for transport of coal are proposed to be withdrawn and bogie wagons introduced instead; and

(b) if so, the reasons therefor and how far it will help the coal industry and facilitate the movement of coal?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) Yes. The Railways have decided to embark on the programme of construction of the bogie wagons in gradual replacement of 4-wheeler wagons, to meet the ever-increasing demands of the coal traffic in the coming years.

(b) The phenomenal increase in the rail demands in the country particularly in respect of coal emanating from a concentrated area in the Eastern region made it inevitable that the Railways should adopt a higher unit of transport by way of bogie type wagons having the following distinct advantages over the hitherto conventional 4-wheeler stock:

(i) The bogie wagon has a pay load of 55 tonnes as against the 22 tonnes carrying capacity of a four-wheeler wagon in use on the Indian Railways thus increasing the throughput as the payload of the bogie wagon for a foot run is 1.22 tonnes as compared to 0.93 tonnes as compared to wheeler wagon.

(ii) The bogie wagon has the advantage of higher speed of operation and reduced incidence of hot axle etc.

The Coal industry will be benefitted, in the long run, in view of the above distinct advantges which the bogie stock has over the 4-wheeler stock. The higher unit of transport employed will enable increased clearance of coal without causing heavy congestion, delays etc. in the loading areas and heavy expenditure on line capacity works that would otherwise be necessary.

Colour Light Signalling on South Eastern Railway

1868. **Shri S. C. Samanta:**
Shri M. L. Dwivedi:
Shri Subodh Hansda:

Will the Minister of **Railways** be pleased to state:

(a) whether colour light signalling system has been introduced on the South Eastern Railway;

(b) if so, the number of stations already equipped and how many are proposed to be equipped during the Third Plan period;

(c) the further benefits that will accrue by this system; and

(d) the cost for such introduction?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) Yes, on some sections.

(b) 20 stations have already been equipped. Of these work at 9 stations was carried out during the Third Plan. Another 45 stations are expected to be equipped with colour light signalling in the remaining period of the Third Plan.

(c) This system provides modern signalling with pre-warning improved visibility with increased measure of safety and improved operation. It has a special application on electrified sections for avoiding obstruction of signals by overhead equipment masts.

(d) The estimated cost of introducing colour light signalling at 54 stations proposed in the Third Plan (9 already completed) will be about Rs. 80 lakhs.

Railway Transport Facilities in Dandakaranya Area

1869. **Maharajkumar Vijaya Ananda:** Will the Minister of **Railways** be pleased to state:

(a) the steps proposed to be taken for the regional development of Dandakaranya and the surrounding

areas with suitable railway transport facilities;

(b) the estimated outlay involved; and

(c) when the construction work is to be commenced?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) to (c). Enginering and traffic surveys costing Rs. 15.45 lakhs, from Dantewara to Bhadrachalam Road (about 259 KMs, were sanctioned in January, 1965. In addition, feasibility cum-cost studies for some other new links in the Dandakarnya area, such as a rail link from Dantewara to Dhalli Rajhara and another from near Ambaguda to somewhere south of the river Tel on the Raipur-Vizianagram line, are also proposed to be undertaken during 1965-66. A provision of Rs. 50,000 has been included in the Budget for these surveys.

2. Only after completion of the surveys, and after an examination of the survey reports, can further consideration be given to the question of construction of any of these links.

Ahmedabad Millowners' Association

1870. Shri P. C. Borooah: Will the Minister of **Commerce** be pleased to state:

(a) whether the Ahmedabad Millowners Association have expressed concern in a recent statement about the deteriorating coal position with the mills in Ahmedabad which it was feared would hit the mills' production; and

(b) if so, the steps taken to make timely coal supplies to these mills?

The Deputy Minister in the Ministry of Commerce (Shri S. V. Ramaswamy): (a) Yes, Sir.

(b) The Coal Controller, Calcutta, was requested to rush supplies of coal to the mills on a high priority basis. The Western Railway have also arranged supply from loco stocks.

उद्योगों के कार्य संचालन का अध्ययन

1871. **श्री मधु लिमये :**
डा० राम मनोहर लोहिया :

क्या **उद्योग तथा संभरण** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने एक ही उद्योग की लगभग एक ही आकार की विभिन्न इकाईयों के कार्य का तुलनात्मक अध्ययन किया है या कर रही है ;

(ख) यदि हां, तो किन उद्योगों में ऐसा अध्ययन किया गया है ; और

(ग) यदि नहीं, तो क्या विश्वविद्यालयों और अन्य शोध संस्थाओं की सहायता से ऐसा अध्ययन करने का कोई प्रस्ताव सरकार के विचाराधीन है ?

उद्योग तथा संभरण मंत्रालय में उप मंत्री (श्री विभुधेन्द्र मिश्र) : (क) से (ग). जी नहीं । सरकार ने इस प्रकार का कोई अध्ययन नहीं किया है । भारत की राष्ट्रीय उत्पादिता परिषद् ने जो एक स्वतंत्र संगठन है एक ही आकार के पांच विभिन्न उद्योगों के कारखानों के कार्यों का अध्ययन किया है, जो इस प्रकार है । (1) सीमेंट, (2) जूट, (3) वाइसिकिल, (4) बिजली के मोटर और ट्रांसफार्मर तथा (5) रेयन । यह अध्ययन विभिन्न कारखानों की उत्पादिता तक ही सीमित था । अब परिषद् का विचार अन्य उद्योगों के लिए भी इसी प्रकार का अध्ययन करने का है ।

Central Sericultural Research Station, Berhampore

1872. Shrimati Renu Chakravartty: Will the Minister of **Commerce** be pleased to state:

(a) whether about thirteen members of the research staff employed in

the Central Sericultural Research Station, Berhampore, West Bengal resigned their posts during the course of the last two years;

(b) whether the newly created posts are also lying vacant; and

(c) whether any enquiry has been made as to why it has not been possible to fill up these posts?

The Deputy Minister in the Ministry of Commerce (Shri S. V. Ramaswamy): (a) Yes. The reasons for which these persons resigned are as under:

Higher studies .	2
Going abroad .	1
Selection for higher post	1
Medical grounds	4
Domestic affairs	5
TOTAL .	13

(b) Out of the twenty four new posts created in April, 1963, seven posts are lying vacant of which one post of Deputy Director is to be filled up through the Union Public Service Commission. The Commission has advertised the post twice. Efforts are also being made to fill up the remaining six posts through Employment Exchange and by advertising in the leading newspapers.

शिमला में घड़ी कारखाना

1873. **श्री गुलशन :**
श्री ओंकार लाल बेरवा :

क्या **उद्योग तथा संभरण** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पंजाब सरकार ने शिमला में घड़ी का कारखाना स्थापित करने के लिए केन्द्रीय सरकार से अनुमति मांगी है ;

(ख) यदि हां, तो केन्द्रीय सरकार की इस सम्बन्ध क्या प्रतिक्रिया है ; और

(ग) यह कारखाना सरकारी क्षेत्र में होगा अथवा गैर-सरकारी क्षेत्र में ?

उद्योग तथा संभरण मंत्रालय में उपमंत्री (श्री विभुधेन्द्र मिश्र) : (क) जी नहीं ।

(ख) और (ग): प्रश्न ही नहीं उठता ।

Production of Salt in Orissa

1874. **Shri Ramachandra Ulaka:**
Shri Dhuleshwar Meena:
Shri Rama Chandra Mallick:

Will the Minister of **Industry and Supply** be pleased to state:

(a) the production of salt in Orissa during 1964-65;

(b) whether any financial assistance was given by the Central Government to the common salt industries in Orissa during 1964-65; and

(c) if so, the details thereof?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) 61,700 tonnes (from 1st April, 1964 to 31st December, 1964).

(b) No, Sir.

(c) Does not arise.

Handloom Industries in Orissa

1875. **Shri Ramachandra Ulaka:**
Shri Dhuleshwar Meena:

Will the Minister of **Commerce** be pleased to state:

(a) the total output of handloom products manufactured in Orissa during 1964-65;

(b) the total consumption of yarn during the same period; and

(c) the total amount granted to Orissa for the development of hand-

loom industries in the State during the same period

The Deputy Minister in the Ministry of Commerce (Shri S. V. Ramaswamy): (a) The figures of handloom cloth output for the complete year of 1964-65 are not yet available. The output of of handloom cloth from April, 1964 to November, 1964 was 76.37 million yards.

(b) Estimated consumption of yarn during the same period was 5.77 million kilograms.

(c) The amount granted to Orissa during 1964-65 was Rs. 18.94 lakhs.

Industrial Estates in Orissa

1876. **Shri Ramachandra Ulaka:**
Shri Dhuleswar Meena:

Will the Minister of **Industry and Supply** be pleased to state:

(a) the number of industrial estates opened in Orissa during 1964-65 and the names of districts where opened; and

(b) the amount allotted by the Centre to Orissa during the same period?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra) (a) The information is being collected from the State Government and will be placed on the Table of the House.

(b) No separate allotment is made to State Governments for their schemes of Industrial Estates. The allocations of Central assistance are made under the Development Head "Village & Small Industries" as a whole (which includes Small-Scale Industries, Industrial Estates, Handloom, Handicrafts, Sericulture and Coir). The total Central assistance available to the State Government under this Development Head for 1964-65 was Rs. 85.00 lakhs (Rs. 55.00 lakhs and Rs. 30:00 lakhs by way of 'Loans' and 'Grants', respectively).

On the basis of the expenditure incurred by the State Government (actual for three quarters and anticipated for the 4th quarter) during 1964-65 on their schemes of Industrial Estates, an amount of Rs. 19.14 lakhs has been sanctioned provisionally to the Orissa Government for 1964-65.

G. C. Sheet for Orissa

1877. **Shri Ramachandra Ulaka:**
Shri Dhuleshwar Meena:
Shri Rama Chandra Mallick:

Will the Miinster of **Steel and Mines** be pleased to state:

(a) the total requirement of G. C. sheets for Orissa during 1964-65;

(b) the quantity allotted to that State during the same period; and

(c) the quantity actually supplied to the State during 1964-65?

The Minister of Steel and Mines (Shri N. Sanjiva Reddy) (a) The demand of Galvanised Corrugated Sheets received from Orissa for 1964-65 was about 17,000 tonnes

(b) No fresh allocation of Galvanised Corrugated Sheets has been made to any State (including Orissa) during 1964-65 because of the large back-log of orders on the main producers. Supplies were, however, continued against old orders.

(c) A quantity of 2,937 tonnes of Galvanised Corrugated Sheets was actually despatched to Orissa during the period April-December, 1964.

Ferro-Chrome Plant at Jajpur

1878. **Shri Dhuleshwar Meena:**
Shri Ramachandra Ulaka:

Will the Minister of **Steel and Mines** be pleased to state

(a) the up-to-date progress regarding the setting up a ferro-chrome plant at Jajpur Road (Orissa); and

(b) whether this plant is in the Central or the State Sector?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) Technical collaboration for the manufacture of ferro-chrome has been arranged. Proposals for the import of plant and equipment are under consideration of the Government of India.

(b) This plant is being set up by the Industrial Development Corporation of Orissa, which is a State Government undertaking.

Textile Mills in Orissa

1879. { **Shri Dhuleshwar Meena**
Shri Ramachandra Ulaka:

Will the Minister of **Commerce** be pleased to state:

(a) whether Government have any proposal to expand the capacity of spindles of the existing textile mills of Orissa during 1965-66; and

(b) if so, the details thereof?

The Deputy Minister in the Ministry of Commerce (Shri S. V. Ramaswamy): (a) and (b). There is no new proposal under consideration to expand the capacity of spindles of the existing textile mills in Orissa during 1965-66. But three textile mills in Orissa hold licencesipermission to expand their spindleage capacity and can do the expansion during 1965-66.

Stainless Steel for Orissa

1880. { **Shri Dhuleshwar Meena:**
Shri Ramachandra Ulaka:

Will the Minister of **Steel and Mines** be pleased to state:

(a) the requirement of Orissa for stainless steel during 1964-65; and

(b) the quantity of stainless steel actually allotted to that State during 1964-65?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) Exact information is not available.

(b) A quantity of 35 tonnes has been allocated to the State of Orissa for utensil making. In addition a sum of Rs. 28 lakhs was allotted for import of steel, including stainless steel required for non-utensil making industries.

Assessment of Royalty

1881. **Shri P. K. Deo:** Will the Minister of **Steel and Mines** be pleased to state:

(a) whether the Government of Orissa are not in some cases complying with the stay order issued by the Central Government in August September, 1964 on the revision petitions filed by mine owners, against assessment of royalty, in violation of statute and with retrospective effect, and

(b) if so, the action taken thereon by Government?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) The Government of Orissa have intimated that they have not taken any action to destrain properties of Mine owners for recovery of arrears of royalty after receipt of the stay orders issued by the Central Government in August September, 1964 against the revision applications filed by the parties concerned.

(b) Does not arise.

Promotion of S.C. and S.T. Railway Empolyees

1882. **Shri Rama Chandra Mallick:** Will the Minister of **Railways** be pleased to state:

(a) the number of employees in Class I, Class II and Class III services belonging to the Scheduled Castes and Scheduled Tribes promoted during the last three years on the South-Eastern Railway;

(b) whether these promotions were made to fill up the vacancies reserved for the Scheduled Castes and Scheduled Tribes employees;

(c) if not, the number of those selected over and above the reserved quota; and

(d) the percentage of reserved vacancies actually filled up during the above mentioned period?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh):

Year	Number promoted		
	Class I	Class II	ClassIII
1962-63	1	1	201
1963-64			71
1964-65	. ..	..	16

(b) Promotions in Class III, and in 1962-63 to Class II, were made against reservations. There is no reservation in promotion to Class I; reservation in promotion to Class II was discontinued with effect from 4-10-1962.

(c) Does not arise.

(d) 1962-63 25% (pertain to Class
1963-64 38% (III)
1964-65 17%

Import of Special Steel

1883. Shri Rama Chandra Mallick: Will the Minister of **Steel and Mines** be pleased to state:

(a) whether a special type of steel which is not produced in our country is imported from foreign countries;

(b) if so, the names of those countries from which such steel was imported during 1963-64 and 1964-65; and

(c) the quantity and value thereof?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) Yes, Sir. Many varieties of Tool, Alloy and Special quality steels are being imported from foreign countries.

(b) From Italy, Japan, The Netherlands, Poland, Sweden, Switzerland, The U.K., the U.S.A., the U.S.S.R., Australia, Austria, Belgium, Bulgaria, Czechoslovakia, France, East and West Germany, Canada, Hungary, The United Arab Republic, Norway, and Yugoslavia.

(c) 1963-64—60,529 metric tonnes valued at about Rs. 12.3 crores.

1964-65—49,422 metric tonnes valued at about Rs. 10.3 crores.

Tri-Weekly Air-Conditioned Service

1884. Shri D. C. Sharma: Will the Minister of **Railways** be pleased to state:

(a) whether the new experimental tri-weekly air-conditioned service between New Delhi and Pathankot by the Srinagar Express introduced during February has been a success; and

(b) if so, the details thereof and the steps taken or proposed to be taken to give it a permanent basis?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) and (b). A tri-weekly partial air-conditioned coach was introduced between New Delhi and Pathankot from 5-1-65 by the Srinagar Expresses. The intention even at the time of introduction of this service was to have it only during winter, i.e., upto 31-3-65. From 1-4-65, a full air-conditioned coach will be running as usual as a daily measure between Bombay Central and Pathankot by the Frontier mails/ Kashmir Mails during summer months. There is, therefore, no proposal to continue the tri-weekly service by the Srinigar Expresses beyond 31-3-65, as the requirements of air-conditioned traffic would be catered for in this daily service by the Kashmir Mails.

The percentage of occupation of air-conditioned accommodation provided on these trains was as under:—

Month.	59 UP Express (ex. Delhi.)	60 Dn. Express (ex. Pathankot.)
January 1965	26·0	27·1
February 1965	62·5	36·4
March 1965 (upto 10-3-65)	71·9	40·6

पालना लिग्नाइट खान

1885. **श्री बड़े :**
श्री हुकम चन्द कछवाय :
श्री ओंकार लाल बेरवा :
श्री यु० द० सिंह :

क्या **इस्पात और खान** मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बीकानेर डिवीजन में पालना के पास लिग्नाइट की खानें मिली हैं ;

(ख) क्या इन खानों से लिग्नाइट निकालने का सरकार का विचार है ; और

(ग) यदि हां, तो कब और उस पर कितना व्यय होने का अनुमान है ?

इस्पात और खान मंत्री (श्री संजीव रेड्डी) : (क) पलाना की लिग्नाइट खानें पुरानी हैं और कोई नई खोज नहीं है। अब तक भूगर्भ खनन की रूढ़ पद्धति पर उनमें खनन कार्य होता रहा है।

(ख) अक्तूबर 1964 में राजस्थान सरकार ने रूसी संस्था मशीनों-एक्सपोर्ट (Machine export) मास्को के साथ खुले खान की पद्धति द्वारा इन निक्षेपों के विदोहन की परियोजना-रिपोर्ट बनाने का एक संविद् किया है। रूप संस्था ने राज्य सरकार को अपनी प्रारम्भिक रिपोर्ट भेज दी है।

(ग) इस समय कोई पक्का संकेत नहीं दिया जा सकता क्योंकि अभी रिपोर्ट राज्य सरकार के विचाराधीन है।

रामगढ़ में कोयला धोने का कारखाना/कोयला कारखाना

1886. **श्री यशपाल सिंह :**
श्री द्वा०ना० तिवारी

क्या **इस्पात और खान** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रामगढ़ में कोयला धोने का कारखाना/कोयला कारखाना स्थापित करने के लिये अमरीका सरकार ने जो मदद देने को कहा था अब उसे देने को मना कर दिया है ;

(ख) यदि हां, तो क्या इन परिस्थितियों में कोयला धोने का कारखाना/कोयला कारखाना स्थापित नहीं किया जा सकेगा; और

(ग) क्या किसी अन्य देश से इस परियोजना के लिये मदद देने को कहा जायेगा ?

इस्पात और खान मंत्री (श्री संजीव रेड्डी) : (क) से (ग). चूंकि कुछ परिस्थितियां जिनमें अमरीकी सरकार ने रामगढ़ कोयला धावनशाला तथा खान की स्थापना के लिये मूल रूप में ऋण की स्थापना प्राधिकार दिया था, बदल गई हैं, अतः अमरीकी अधिकारियों को इसके बारे में सूचित कर दिया गया है। अभी तक कोई उत्तर नहीं आया है परन्तु हमें यह संकेत मिला है कि परिवर्तन के परिणामस्वरूप अब ऋण नहीं दिया जा सकेगा।

रामागुंडम से कुडूवाडी तक बड़ी लाइन

1887. **श्री कांबले :**
श्री दे० शि० पाटिल :
श्री बसवन्त :
श्री तुलशीदास जाधव :

क्या **रेलवे** मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रामागुंडम (आंध्र प्रदेश) से कुर्डूवाडी (महाराष्ट्र) तक ब्राडगेज रेलवे लाइन बनाने की योजना 1947 से पहले तैयार की गई थी ; और

(ख) यदि हां, तो इस परियोजना को कार्यान्वित करने के लिये सरकार ने अब तक क्या कदम उठाये हैं ?

रेलवे मन्त्रालय में उपमन्त्री (श्री शाम नाथ) : (क) और (ख) रामागुण्डम से कुरडुवाडी तक एक बड़ी लाइन बिछाने की योजना के अंग के रूप में रामागुण्डम और लातूर के बीच एक बड़ी लाइन बनाने के लिए 1945–46 में सर्वे किया गया था । लातूर और कुरडुवाडी के बीच बड़ी लाइन के लिए एक नये मार्ग निर्धारण के बारे में भी सोचा गया था, लेकिन उसका सर्वेक्षण नहीं किया गया । यह प्रायोजना अलाभप्रद पायी गयी और इस पर आगे कार्रवाई नहीं की गयी । आजकल कीमतें बहुत बढ़ गयी हैं जिसकी वजह से सम्भवतः यह लाइन अब और अधिक अलाभप्रद होगी । अतः नयी लाइनों के निर्माण के लिए सीमित रकम को देखते हुए इस लाइन को चौथी योजना में शामिल किये जाने की सम्भावना नहीं है ।

Public Address System in A.C. Express Trains

1888. **Shri Onkar Lal Berwa:**
Shri P. H. Bheel:

Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that a public address system which was introduced in one of the air-conditioned express trains on the Eastern Railway has been suspended for the last six months;

(b) if so, whether the coach fitted with the equipments was detached on the 31st August, 1964 and remained unattended at Howrah for about four months;

(c) whether the Railway Administration has taken any temporary measures to replace the equipments in any other coach running with the train; and

(d) if not, the reasons therefor?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) Yes.

(b) The coach fitted with the equipment was detached at Madras on 31st August, 1964, brought to Howrah and sent to the Eastern Railway Workshops on 26th October, 1964 for repairs and periodical overhaul. The coach has since been turned out of the workshops after necessary attention.

(c) No.

(d) As the whole installation is of a permanent nature with elaborate arrangement necessary for such installations involving operation under mobile conditions, it is not possible to replace the equipment in any other coach on the train.

Lavatory Arrangements in Electric Trains

1889. **Shri Dasaratha Deb:** Will the Minister of **Railways** be pleased to state:

(a) whether Government are aware that the passengers have been experiencing a great inconvenience due to the absence of any lavatory system in the compartments of the Electric Trains running on Burdwan-Howrah Section; and

(b) if so, whether Government propose to provide lavatory arrangements immediately in those trains?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) A few references were received from the public complaining of incovenience to passengers due to absence of lavatories in the compartments of the Electric-multiple-unit trains running on the sub-

urban sections of the Calcutta Area and suggesting provision of lavatories in these trains. The matter has been examined in all its aspects and it is considered that lavatories need not be provided in these short-distance trains.

(b) No.

Supply of cement to Delhi Administration

1890. Shri Shiv Charan Gupta: Will the Minister of **Industry and Supply** be pleased to state:

(a) the demand of Delhi Administration for cement in 1962, 1963 and 1964 for use by the Delhi Municipal Corporation, New Delhi Municipal Committee and for public use separately; and

(b) the extent to which the demand was met in each year?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) and (b). The total demand of the Delhi Administration and the extent to which it was met in the three years are as follows:—

(In metric tonnes)

Year	1962	1963	1964
Demand	391,860	440,250	664,100
Allotment	158,812	124,230	184,550

Out of these allotments, it is understood that quantities alloted for the different purposes are as follows —

(In metric tonnes)

Year	1962	1963	1964
N.D.M.C.	8,000	7,350	5,075
D.M.C.	29,400	16,285	33,850
Public	121,412	100,595	145,625
TOTAL	158,812	124,230	84,550

Industries in Rajasthan

1891. Shri Tan Singh: Will the Minister of **Industry and Supply** be pleased to state:

(a) whether it is a fact that due to the non-existence of 'social overheads' in Rajasthan desert areas, experienced industrialists are reluctant to invest capital there; and

(b) if so, the steps contemplated by Government to provide social overheads in order to curb the regional imbalance?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) and (b). No, Sir; there is no reluctance on the part of industrialists to invest capital in Rajasthan. Several new industries have come up in Rajasthan in the last few years such as caustic soda, P.V.C., synthetic fibres, cement etc. There are also proposals for starting one or more fertiliser factories in the State. Kotah has in the few years developed itself into a major industrial complex.

The State Government have, within the resources available, expanded the capacity for power generation and for transport. The State Government have also undertaken the development of 'Industrial Areas' at suitable locations in the State which would considerably assist in attracting industries to the State. The scheme of 'Industrial Areas' is expected to be continued on an expanded scale during the Fourth Plan period.

Productivity Councils

1892. Shri Tan Singh: Will the Minister of **Industry and Supply** be pleased to state:

(a) the main functions of the Local Productivity Councils;

(b) the number of such councils functioning in Rajasthan;

(c) whether all the industries in Rajasthan have been covered by these councils; and

(d) if not, the steps taken or proposed to be taken in the matter?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) The Local Productivity Councils generate and disseminate knowledge of productivity techniques through Training Programmes, Seminars, Productivity Teams and direct assistance to industry for implementing productivity techniques by way of Productivity Survey and Implementation Service.

(b) There is one Council covering the whole State of Rajasthan namely Rajasthan State Productivity Council.

(c) Yes, Sir.

(d) Does not arise.

Kotah-Chitorgarh M.G. Line

1893. { **Shri Shiv Charan Mathur:** / **Shri Onkar Lal Berwa:**

Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that the Kotah-Chittorgarh metre gauge rail link was sanctioned in 1948 and was dropped later on;

(b) if so, the reasons for dropping this important rail link;

(c) whether the Ministry of Railways have now decided to take up this project in the Fourth Five Year Plan; and

(d) if so, the progress of preliminary survey of the project?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) to (c). Construction of Kotah-Chittorgarh metre gauge line was sanctioned in 1949; but in view of merger of the Rajasthan Railway with the Western Railway, then anticipated this project was held in abeyance. Later in 1955-56, the question of construction of this line was reviewed. Investigations then made revealed that construction of this line was not justified on operational and financial grounds. Recently, in view of the reported industrial and other developments in the area, the Railway Board have ordered a fresh traffic survey for this line. The Fourth Plan projects are yet to be finalised in conjunction with the Planning Commission and other concerned Ministries, and it is premature to say whether this project will be included in it.

(d) The fresh traffic survey, sanctioned in December, 1964 has just been started.

Vending contractors on Rajpura-Bhatinda Section

1894. Shri Onkar Lal Berwa: Will the Minister of **Railways** be pleased to state:

(a) the names of the vending contractors on the Rajpura-Bhatinda section of the Northern Railway on whom the penalty of Rs. 10, the maximum fine, was imposed during the period from 1949 to-date; and

(b) the amount of penalty imposed and actually realised during this period?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) The names of the contractors on whom fine of Rs. 10/- or above was imposed during the period from 1949 to-date are as under.

(1) M/s. Satpal Harbans Lal.
(2) M/s. Chopra & Co.
(3) Shri Sawan Mal.
(4) M/s. Durga Devi Pearya Lal.
(5) M/s. Telu Ram Amar Nath.
(6) M/s. Mahinder Singh & Co.
(7) Shri Krishan Lal.
(8) M/s. Daulat Ram & Sons.
(9) Seth Manohar Lal & Co.
(10) M/s. Iqbal Nath & Sons.

The maximum penalty for fines has been raised to Rs. 100/- from November, 1955.

(b) Rs. 295|-.

Aluminium Plant in Riasi, J. & K.

1895. **Shri Gopal Datt Mengi:**
Shri Samnani:
Shri Abdul Ghani Goni:

Will the Minister of **Industry and Supply** be pleased to state:

(a) whether it is a fact that the National Industrial Development Corporation was considering a proposal for establishing a 50-thousand ton aluminium plant near Riasi in Jammu and Kashmir State; and

(b) if so, the conclusions arrived at?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) and (b). The National Industrial Development Corporation Limited has investigated the feasibility of establishing an Aluminium Plant in the State of Jammu and Kashmir in the Riasi area of the State.

On the basis of geological investigations, it was concluded that the size of the bauxite reserves of the requisite quality was not large enough to support an aluminium unit.

Passenger Amenities on South Eastern Railway

1896. **Shri H. C. Soy:** Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that on the Raj-Kharswan-Gua Branch Line of the Chakradharpur Railway Division of the South-Eastern Railway, passenger amenities like waiting rooms, drinking water and latrines are extremely inadequate; and

(b) if so, the steps Government propose to take to improve the situation?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) and (b). No. Out of the 10 stations on Raj-Kharswan-Gua Line, waiting room is provided at Chaibasa station. This amenity is not justified at other stations in view of meagre upper class passenger traffic handled. Third Class Waiting halls exist at all stations and extensions to the same are in progress at Pendrasali, Maluka, Noamundi and Barajamda stations. Waiting hall accommodation at other stations is adequate.

Proper drinking water supply arrangements exist at all stations. For further improving the supply, works of sinking tube wells are in progress at Kendposi, Maluka, Talaburu and Noamundi stations.

All stations are provided with adequate number of latrines.

पुलगांव के निकट मालगाड़ी का रोका जाना

1897. **श्री हुकम चन्द कछवाय** : क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 10 मार्च, 1965 को भुसावल जाने वाली एक मालगाड़ी को मध्य रेलवे के पुलगांव रेलवे स्टेशन के पास कुछ व्यक्तियों ने रोक लिया था ;

(ख) क्या यह भी सच है कि शरारतियों ने एक माल डिब्बे में से कुछ चावल की बोरियां निकाल लीं ;

(ग) यदि हां, तो चावल के कितने बोरे लूटे गये ; और

(घ) इस सम्बन्ध में की गई कार्यवाही का ब्यौरा क्या है ?

रेलवे मंत्रालय में राज्य मंत्री (डा० राम सुभग सिंह) : (क) जी हां ।

(ख) जी हां ।

(ग) चावल के 5 बोरे ।

(घ) जिला पुलिस को तुरन्त सूचना दी गयी । पुलिस घटना-स्थल पर पहुंची और उसने भारतीय दण्ड संहिता की धारा 379 के अन्तर्गत एक मामला दर्ज कर लिया । मामले की जांच की जा रही है । कुल 375 रुपये का माल चुराया गया था जिसमें से 337 रुपये का का माल इस इलाके में और संदिग्ध व्यक्तियों के घरों में तलाशी लेने पर अब तक बरामद हुआ है । 9 संदिग्ध अपराधी गिरफ्तार किये गये हैं ।

ऐहतियाती उपाय के रूप में, रात में निगरानी रखने के लिए पुलगांव स्टेशन के आउटर सिगनल पर रेल सुरक्षा दल के हथियारबन्द रक्षक तैयनात किये गये हैं ।

Indian Mining Association

1898. Shri P. C. Borooah: Will the Minister of **Steel and Mines** be pleased to state:

(a) the difficulties of the mining industry which were highlighted at the Annual General Meeting of the Indian Mining Association held on the 16th March, 1965; and

(b) Government's reaction thereto?

The Minister of Steel and Mines (Shri Sanjiva Reddy): (a) and (b). A statement giving the desired information is laid on the Table of the House. [*Placed in Library, see* No. LT-4131/65].

12.05 hrs.

CALLING ATTENTION TO MATTERS OF PUBLIC IMPORTANCE.

(i) ROBBERY ON A TRAIN ON JHANSI-KANPUR SECTION

श्री हुकम चन्द कछवाय (देवास) : अध्यक्ष महोदय मैं पहले आप से निवेदन कर दूं कि आप ने कल निर्णय दिया कि 48 घंटे के अन्दर कालिंग एटेन्शन नोटिस का उत्तर मिलना चाहिए, लेकिन मैंने यह नोटिस 25 तारीख को दिया था, लेकिन उसका उत्तर आज मिल रहा है ।

अध्यक्ष महोदय : मैं इस की तहकीकात करूंगा ।

श्री हुकम चन्द कछवाय : मैं अविलम्बनीय लोक महत्व के निम्नलिखित विषय की ओर रेल मंत्री का ध्यान दिलाता हूं और प्रार्थना करता हूं कि वह इस बारे में एक वक्तव्य दें :

"24 मार्च, 1965 को मध्य रेलवे के झांसी–कानपुर सेक्शन पर पामां तथा लालपुर स्टेशनों के बीच एक गाड़ी में सशस्त्र डाकुओं द्वारा लूट का समाचार"

रेलवे मन्त्रालय में राज्य मन्त्री (डा० राम सुभग सिंह) : यह एक पत्रे का वक्तव्य है । अगर आप कहें तो मैं पढ़ दूं ।

श्री म० ला० द्विवेदी : (हमीरपूर) : जरूर पढ़िए ।

डा० राम सुभग सिंह : 25–3–65 को लगभग 00–05 मिनट पर कुछ बदमाशों ने मध्य रेलवे के झांसी–कानपुर सेक्शन पर पामां और लालपुर स्टेशनों के बीच किलोमीटर 1306–15 पर खतरे की जंजीर खींचकर 108 अप लखनऊ–झांसी सवारी गाड़ी को रोक दिया । इस गाड़ी में सरकारी रेलवे पुलिस का एक सिपाही चल रहा था । बदमाश डिब्बा नं० 3982 जी० टी० III के 'सी' कम्पार्टमेंट में सफर कर रहे थे और उनके पास पिस्तौल और भाले थे । यात्रियों को लूटने की कोशिश में उन्होंने गोलियों और भालों से 10 यात्रियों को जख्मी कर दिया । उस बोगी में चार औरतें और 19 पुरुष सफर कर रहे थे । जंजीर खींचे जाने के कारण जैसे गाड़ी रूक गयी तो लूटेरे गाड़ी से उतर कर भाग गये ।

[डा० राम सुभग सिंह]

गार्ड और एक डाक्टर यात्री ने लोगों की मरहम-पट्टी की । बाद में सभी जख्मी आदमियों को इलाज के लिए झांसी रेलवे अस्पताल में भेज दिया गया । इस घटना की सूचना तुरन्त जिला मजिस्ट्रेट, सरकारी रेलवे पुलिस और जिला पुलिस को दे दी गयी । चुराये गये सामान की अनुमानित कीमत 2,500 से 3,000 रुपये के बीच है ।

डिवीजनल सुपरिन्टेडेन्ट, झांसी की प्रार्थना पर उत्तर प्रदेश पुलिस के सहायक इन्सपेक्टर जनरल ने झांसी–कानपुर सेक्शन पर रात में चलने वाली सवारी गाड़ियों पर हथियारबन्द पहरेदारों का प्रबन्ध कर दिया है । यात्रियों में अपनी सुरक्षा के प्रति फिर से विश्वास की भावना पैदा करने के लिए दिन में चलने वाली गाड़ियों में अस्थायी तौर पर रेलवे सुरक्षा दल के कर्मचारी तैनात किए गये हैं । सरकारी रेलवे पुलिस ने भारतीय दण्ड संहिता की धारा 395–397 के अन्तर्गत एक मामला दर्ज किया है और 28-3-1965 को इस सिलसिले में 4 आदमियों को गिरफ्तार किया गया है । आठ आदमियों को, जिन्हें मामूली चोटें आयी थीं, अस्पताल से छुट्टी दी जा चुकी है । बाकी दो आदमियों को जिनके सिर में गोल लगी थीं, उनकी प्रार्थना पर उनके अपने शहर ग्वालियर और लखनऊ के अस्पतालों में इलाज के लिए भेज दिया गया है ।

श्री हुकम चन्द कछवाय : मैं जानना चाहता हूं कि कानपुर, आगरा, कोटा, ग्वालियर, यह जो इलाका है, यह सारा डाकुओं का इलाका है, . . . (*Interruptions*). इस क्षेत्र में अक्सर डाके डाले जाते हैं, . . . (*Interruptions*).

Shri Raghunath Singh (Varanasi): We protest against this. That may be so with his own constituency.

Mr. Speaker: Order, order. The hon. Members should give him some concessions. He is not a Minister.

श्री हुकम चन्द कछवाय : आए दिन इस तरह के समाचार हम सुनते हैं । इस इलाके में चलने वाली जो गाड़ियां हैं उन गाड़ियों के अन्दर सशस्त्र पुलिस रखने का क्या सरकार का विचार है ताकि इस तरह की घटनाओं को स्थायी रुप से रोका जा सके ?

डा० राम सुभग सिंह : जैसा मैंने बयान में कहा है कि दिन मे रेलवे प्रोटैक्शन फोर्स के आदमी और रात में सशस्त्र पुलिस का इन्तजाम उस सेक्शन में किया गया है, झांसो–कानपुर सेक्शन पर ।

Shri Hem Barua (Gauhati): What about the *dakoos* from those places here in the House?

Shri P. R. Chakraverti (Dhanbad): May I know whether any *ex-gratia* payments have been made to the victims of the dacoity?

Dr. Ram Subhag Singh: There were minor injuries. So, there was no question of making any such payment.

श्री ओंकार लाल बेरवा (कोटा) : क्या यह सही नहीं है कि इसी लाइन पर पीछे एक एम० पी० साहब को लूटा गया था और यह दूसरी दुर्घटना है ? यदि हां, तो क्या कारण है कि पहली दुर्घटना के तुरन्त बाद से पुलिस का पहरा नहीं लगाया गया और अब जा कर लगाया गया है ? इस बीच में पहले पहरा क्यों नहीं लगाया गया ?

डा० राम सुभग सिंह : जैसा मैंने कहा है कि एक सिपाही था लेकिन वह दूसरे डिब्बे में चल रहा था, हर डिब्बे में नहीं था । लेकिन अब तो सारे डिब्बों में चलेंगे ।

(ii) REPORTED MEETING BETWEEN SHEIKH ABDULLAH AND THE CHINESE PRIME MINISTER—*contd.*

Mr. Speaker: The External Affairs Minister wanted time yesterday to make the statement about Sheikh Abdullah. Is he making it now?

The Minister of External Affairs (Shri Swaran Singh): I would place before the House....

श्री बागड़ी (हिसार) : बयान के पहले मैं एक निवेदन करना चाहता हूं । जिस आधार पर यह बयान दिया जा रहा है उसके बाद से एक नई खबर छपी है और वह यह है की शेख अब्दुल्ला श्री चाऊ एन-लाई से बातचीत कर चुके हैं । यह बयान उस आधार पर दिया जा रहा है जब बातचीत वह करने जा रहे थे ....

अध्यक्ष महोदय : सारी चीज आ जाएगी ।

Shri Swaran Singh: In reply to the calling-attention-notice regarding Sheikh Abdullah's reported call at Algiers on the Prime Minister of China, Mr. Chou En-lai, I should like to make the following statement.

Hon. Members have expressed their anxiety to have some information regarding this matter, and this we have been trying to gather ever since we came to hear of the matter. Sheikh Abdullah flew down to Algiers from Paris, and after staying in Algiers for a week or so, it appears that he proposes to leave for Saudi Arabia to perform the Haj with a brief stop-over at Cairo. We also gather from our Embassy in Algiers that Sheikh Abdullah has been in contact with the Algerian Foreign Office and has met various Algerian personalities.

By a coincidence, our Foreign Secretary happened to be in Algiers at the time of Sheikh Abdullah's visit, to attend the meeting of the Standing Committee of the Afro-Asian Conference. As hon. Members are aware, the Afro-Asian Conference is due to meet at the end of June. The Foreign Secretary is on his way back and is due in New Delhi tonight or tomorrow morning. We would like to have first-hand information from him about Sheikh Abdullah's activities in Algiers . . . (*Interruptions*).

श्री बागड़ी : अपनी जिम्मेदारी समझो । यह कथा क्या बता रहे हो ?

अध्यक्ष महोदय : आप बैठ जायें । नहीं सुनाते हैं ।

Shri Swaran Singh:..and whatever information he gathered about his talk with Mr. Chou En-lai I hope hon. Members would agree that it would be better....

Some hon. Members: No. Not at all.

Shri Swaran Singh: I hope hon. Members would agree that it would be better if we were to make a report to the House after we have had a talk with the Foreign Secretary. I would like to assure the House that after we have considered the information available, Government would not hesitate to take whatever action would be merited by the nature of Sheikh Abdullah's activities and the kind of conversation he has indulged in.

I should only like to add that we have instructed our Ambassador in Algiers to make it abundantly clear to Sheikh Abdullah that Government consider that it would be most improper if he were to visit China, for reasons which should be obvious to him and that if he should act contrary to Government's wishes and advice,

[Shri Swaran Singh]

a serious view will be taken of his activities.

Shri Hem Barua: On a point of order....

श्री मधु लिमये : (मुंगेर) : मैं एक व्यवस्था का प्रश्न उठाना चाहता हूं ।

अध्यक्ष महोदय : आप बैठ जाइये ।

Mr. Speaker: When is the Foreign Secretary expected here?

Shri Swaran Singh: Tonight, or tomorrow morning at the latest.

Mr. Speaker: What is the earliest time that the Government can make the statement after ascertaining from him?

Shri Swaran Singh: Monday.

Shri Hem Barua: On a point of order. We have a diplomatic mission in Algiers and that diplomatic mission was instructed to watch the movements of Sheikh Abdullah and report matters to us. Now, the newspapers have reported that Sheikh Abdullah has not only met Mr. Chou En-lai but that he proposes to go to Peking, in spite of what our Prime Minister said. I have an apprehension that he might set up an emigre government in Sinkiang under Chinese auspices.

Now, our Foreign Secretary, Shri C. S. Jha, was present there in Algiers when Sheikh Abdullah met Mr. Chou En-lai, and he knew everything about it, because Sheikh Abdullah met him also.

Mr. Speaker: He should come now to the point of order.

Shri Hem Barua: I will come to that.

This is the series of events. We have a diplomatic mission there and that diplomatic mission has miserably failed to report to the Government. Secondly, we have had our Foreign Secretary present there during the meeting between Sheikh Abdullah and Mr. Chou En-lai, and he has also miserably failed to report to the Government.

Mr. Speaker: What is the point of order?

Shri Raghunath Singh: Is it a speech or a point of order?

Shri Hem Barua: Yesterday you were pleased to say that you had called upon the Minister to make a statement within 48 hours. Yesterday when this matter had cropped up in the House, the Minister wanted some time to make a statement today. It was his own choice; we did not want that he should make a statement today. Now, today he comes and tells this House that he cannot make a statement unless and until the Foreign Secretary flies back to India.

The Foreign Secretary was there. He knew everything about it. How is it that he did not report to Government immediately about this meeting? It is a very serious matter. The Government have gone back upon their assurance and it is upto to you now to defend our rights when the Government are treating us in such a casual and off hand manner.

Mr. Speaker: At the utmost, the allegation can be that they have failed to keep the promise that he made yesterday. But what is it that I should do, and what is the decision I should give according to the rules? What is the point of order that I should decide? (*Interruptions*). I must first learn and try to understand the point of order so that I can answer it. What is the decision I have to give? (*Interruption*).

श्री मधु लिमये : मैं पहले से कह रहा था ....

अध्यक्ष महोदय : आपको भी सुन लेता हूं ।

श्री मधु लिमये : कभी हम को पहले आप मौका ही नहीं देते हैं । पहले हम खड़े होते हैं लेकिन मौका पहले नहीं मिलता है । यह बड़ा अन्याय होता है हमारे साथ ।

अध्यक्ष महोदय : आप बैठ जाइये । इससे ज्यादा न कहिये ।

श्री मधु लिमये : ऐसा ही करेंगे आप । आपके लाड़ले हैं न ।

Shri H. N. Mukerjee (Calcutta Central): Apart from the question of points of order, of which, of course, you can take a very technical view there are certain matters of propriety which also flow from Government's observance or non-observance of certain canons of conduct. On this occasion, Shri Barua has pointed out that you had laid down this 48-hour limit because you felt that when Members of Parliament called attention to a matter of very urgent public importance—and you also agreed that it was a matter of urgent public importance—it was for Government to come forward as quick as ever that was possible. In this case, it may be that you were right in giving Government another opportunity to consult their official.....

Mr. Speaker: I have not given that opportunity.

Shri H. N. Mukerjee: You have conceded that to Government.

Mr. Speaker: No, no. I have not said that. I only wanted to elicit facts, what do they want. I have not given them any time.

Shri H. N. Mukerjee: My point is that since Government have offered to come back again on Monday—and that is what they have said in answer to your question—we might conceivably be expected to wait; but in the meantime, this House certainly has a right to know, because we are discussing affairs of Government during this budget session, as to how our diplomatic apparatus works. The Minister has told us that the Foreign Secretary had been in Algiers for a couple of days or more. Our diplomatic representation is there, and an Indian national of the celebrity, and notoriety, of Sheikh Abdullah is in Algiers for more than a week, and he is hobnobbing with all kinds, and conditions, of people. I want to know how it is that the functioning of our diplomatic apparatus in Algiers, which is in telephonic communication with New Delhi, I am sure, is so bad that we have to wait upon the arrival of a particular official, however distinguished he may be, in order to get some idea as to what Government are doing in regard to a matter which is agitating the country.

This is a matter of such importance . . . (*Interruptions*).

श्री मधु लिमये : अध्यक्ष महोदय, कल आपने यह फरमाया था कि आप उन का बयान सुन लेंगे, उस के बाद देखेंगे कि इस में सरकार की कोई घोर असफलता हुई है या नहीं । आज तो उन का बयान आया है उससे बिलकुल साफ हो जाता है कि वह बयान नहीं दे सकते हैं । इससे ज्यादा घोर असफलता सरकार की और क्या हो सकती है । इस सम्बन्ध में केवल नौ बातें मैं आपके सामने कहूंगा । एक एक वाक्य है, ज्यादा समय नहीं लूंगा ।

अध्यक्ष महोदय : नौ बातें ?

श्री मधु लिमये : क्योंकि मैंने असफलता के बारे में आपसे व्यवस्था चाही है ।

अध्यक्ष महोदय : इस वक्त असफलता का सवाल नहीं है । इस वक्त सवाल है प्वाइंट आफ आर्डर का । असफलता जो है वह तो बाद में देखी जायेगी ।

श्री मधु लिमये : उसी में से व्यवस्था का प्रश्न आयेगा ।

अध्यक्ष महोदय : नहीं, जी नहीं । आपने जो व्यवस्था का प्रश्न उठाया उस के बारे में बतलाईये । असफलता की बात बाद में आयेगी ।

श्री मधु लिमये : आपने यह कहा था कि उन का बयान सुनने के बाद आप फैसला करेंगे कि असफलता हुई है या नहीं उनका जो बयान है उससे ज्यादा कोई और सबूत असफलता के लिए आवश्यक नहीं है । इसलिए मैं आप से अर्ज करूंगा कि हमारा जो स्थगन प्रस्ताव है, उसपर आप फैसला दे और इस के लिए आप आज ही समय नियत कर दें यदि इस समय नौ बात अर्ज नहीं करने देते ।

अध्यक्ष महोदय : इस समय वह सवाल नहीं है । आप बतलाइये कि इस में कौन सा प्वाइंट आफ आर्डर है । क्या मैंने कोई फैसला दे दिया था कि वह असफलता नहीं है । आप खड़े हो गये और मेरे ऊपर भी इल्जाम लगाया कि मैं पहले आप को वक्त नहीं देता । आप ने इतनी जोर से आवाजें दीं और कहा कि मैं दूसरों को पहले वक्त दे रहा हूं । मैंने आप का प्वाइंट आफ आर्डर सुना तो वह यह था कि आप की राय में गवर्नमेंट की असफलता है । मैं अभी कोई फैसला नहीं दे रहा था

श्री मधु लिमये : यह बयान की असफलता है, यह मेरा निवेदन है ।

अध्यक्ष महोदय : इस में व्यवस्था की कौन सी बात है । क्या मैंने कुछ होल्ड किया है या नहीं ।

श्री मधु लिमये : मेरा व्यवस्था का प्रश्न यह है कि स्थगन प्रस्ताव को लिया जाये।

Shri Hem Barua: May I make a submission?

Mr. Speaker: No. Unless I identify a Member, no one shall speak. All should sit down.

श्री प्रकाशवीर शास्त्री : (बिजनौर) कल जिस समय ध्यान आकर्षण प्रस्ताव और कामरोको प्रस्ताव दोनो आप के सामने उपस्थित थे तो आप ने ध्यान आकर्षण प्रस्ताव पर सरकार को चौबीस घंटों के अन्दर वक्तव्य देने के लिए कहा था और कहा था कि तब फिर आप इस पर निर्णय लेंगे कि आया इस पर काम रोको प्रस्ताव आ सकता है अथवा नहीं । चौबीस घंटे बाद आज सरकार ने जो वक्तव्य दिया है उस वक्तव्य से न तो सदन को सन्तुष्टि है और न, मेरा अनुमान है, आप ही उस से सन्तुष्ट होंगे । इसी बीच में जो घटनायें घटी हैं वह यह कि शेख अब्दुल्ला

अध्यक्ष महोदय : आप यह बतलाइये कि इस में व्यवस्था का कौन सा प्रश्न है ।

श्री प्रकाशवीर शास्त्री : मैंने व्यवस्था का प्रश्न नहीं उठाया था ।

अध्यक्ष महोदय : यहां प्वाइंट आफ आर्डर उठाया गया । इस के सम्बन्ध में बाकी चर्चा तो चल नहीं रही है । जो भी मेम्बर साहबान खड़े हो रहे हैं वे इसी बात पर मेरे ऊपर इल्जाम लगा रहे हैं कि मैं ने कहा था कि उन का बयान सुनकर फैसला दूंगा ।

कुछ माननीय सदस्य : अध्यक्ष महोदय ।

अध्यक्ष महोदय : आप सब बैठ जायें । जितने साहब यहां बोले उन्होंने यही कहा कि कल गवर्नमेंट को वक्त दिया गया था और मैंने कहा था कि उन का बयान सुन कर मैं इस पर फैसला दूंगा कि आया असफलता हुई है या नहीं और मैं काम रोको प्रस्ताव की इजाजत दूं या नहीं । आप ने गवर्नमेंट का बयान सुना । मुझ को आप फैसला ही नहीं देते । पहले ही सब कुछ हो गया । क्या मैंने कोई फैसला दिया है, क्या मैंने कुछ कहा है कि मैं इस की इजाजत देता हूं या नहीं ।

श्री रामसेवक यादव (बाराबंकी) : समय का सवाल उठाया गया कि मंत्री महोदय कब बयान देंगे ।

अध्यक्ष महोदय : अब क्या मैं उन से यह भी नहीं पूछ सकता कि वह क्या वक्त मांगते हैं । यह तो मैं पूछ सकता हूं ।

श्री रामसेवक यादव : मौजूदा परिस्थिति में जो बयान वह दे रहे थे उस का प्रश्न नहीं उठता था । वह तो खुद कहते हैं .....

अध्यक्ष महोदय : मैं यही तो उनसे जानना चाहता था कि वह किस वक्त देंगे । अगर वह यह कहें कि वह चार बजे बयान देने के लिए तैयार हैं तो यह अलहदा बात है अगर वह कहें कि पांच दिन बाद देने के लिए तैयार हैं तो वह अलहदा बात है । यह सवाल किस तरह से नहीं उठता । इस को सुनकर क्या मुझे सोचना नहीं है ।

Shri Hem Barua: May I put a straight question to you?

अध्यक्ष महोदय : मुझे कहने तो दीजिये । जब मैंने अभी तक कोई फैसला नहीं दिया तो मेरी समझ में यह नहीं आता कि व्यवस्था का प्रश्न कहां से उठ गया और मेरे ऊपर इल्जाम लगाया गया कि मैं ने उन को वक्त नहीं दे दिया । क्या मैं ने गवर्नमेंट की बात मान ली क्या मैं उनसे पूछ भी नहीं सकता कि किस वक्त तक वह जल्दी से जल्दी बयान दे सकते हैं । यही तो किया था मैंने । और क्या किया है मैंने जिस पर यह ऐतराज उठ गया, यह मेरी समझ में नहीं आता ।

श्री प्रकाशवीर शास्त्री : यदि आप फैसला देने से पहले मेरी बात सुन लें तो आप को निर्णय देने में सहायता होगी ।

अध्यक्ष महोदय : जब मुझे सहायता की जरूरत होगी तो मैं जरूर ले लूंगा । लेकिन जब एक को बुलाता हूं तो दूसरे क्यों उठ जाते हैं ।

Shri Hem Barua: My straight question to you is this. Yesterday, the hon. Prime Minister said that the Government took a serious view of Sheikh Abdullah's meeting Mr. Chou En-Lai. The day before yesterday, our Foreign Minister said that Government would take a serious view. The progress so far is from 'would take' to 'took' a serious view. Don't you think that in this context we have a legitimate right to know about the reaction of the Government about the steps that the Government have contemplated to take against this organised conspiracy....

Mr. Speaker: Order, order. He would sit down.

Shri Hem Barua: Don't you think so, Sir?

Shri S. M. Banerjee (Kanpur): Sir, I rise on a point of order. Yesterday the hon. External Affairs Minister wanted more time and you were kind....

Shri Hem Barua: Kind to them.

Shri S. M. Banerjee:..and you gave them time to collect more information. We heard the statement of the hon. Minister of External Affairs. Whatever possible information we could gather from the newspapers is with us. I am unable to believe that with all the powers of the Government machinery, they are unable to get information from those countries. My point is that the Minister of External Affairs or his colleagues in the Cabinet are deliberately and wilfully trying to mislead this House and conceal facts from the House. I am sorry to use this expression that indirectly they are trying to help the traitor to go to China and set up his own Government.

Shri Raghunath Singh: Is it a speech or a question or a point of order or an insinuation?

Shri S. M. Banerjee: My point of order is this. Is it open to the minister to do like this after due notice has been given and after the calling attention notice had been admitted by you and an opportunity had already been given to the Minister, is it open to the hon. Minister to take protection and delay and try to conceal particular facts from this House, when everything has come out in the newspapers; I want to know whether he should not be held up for such things, for trying to mislead this House. It is high time that this Minister resigns....

Mr. Speaker: Order, order. He should resume his seat now.

Shri S. M. Banerjee: My resumption will not help the Indian Government. I obey your orders, Sir; I resume my seat.

Mr. Speaker: Your continuing in this manner would help India? What should I do when your conduct is such? . . . (*Interruptions*).

श्री बागड़ी : अध्यक्ष महोदय मेरा आप से सिर्फ एक निवेदन है कि इस तरीके से देश के अन्दर जो एक जहती है और देश की जनता का जो विश्वास है वह बुरी तरह से टूट रहा है । सभी लोग इधर उधर देशभक्ति की बात जरूर करते हैं, लेकिन शेख अब्दुल्ला का जेल से निकाला जाना, इस तरह की उसे शोहरत मिलना, उसके अपने को काश्मीरी मुसलिम लिखने के बावजूद भी उस को पासपोर्ट देना, 35 हजार रुपये देकर के उसे बाहर भेजना ....

अध्यक्ष महोदय : इस पर तो इस समय बहस नहीं हो सकती है ।

श्री बागड़ी : अल्जीरिया से किसी तरीके से फ्रांस पहुंच जाना, किसी किस्म की कड़ी से जनता को गुमराह करना, इस के बारे में देश के प्रधान मंत्री की सब से बड़ी कमी और साजिश हुई है, इस के ऊपर सदन को सोचना चाहिये ।

Mr. Speaker: Order, order. I am not going to allow this practice.

An hon. Member: Sir, on a point of order— .

Mr. Speaker: In all that has been raised so far, there was not one point of order.

Shri Khadilkar (Khed): Will you permit me to make one point—

Mr. Speaker: Simply under the guise of a point of order, I will not allow it. (*Interruption*). Order, order, Shall we continue to discuss a thing out of which nothing might come out? We should take some concrete step and try to proceed further.

Shri Alvares (Panjim): On a point of order—

Mr. Speaker: Has anything come out of those points of order that have been raised so far? Nothing.

Several hon. Members rose—

Shri Alvares: My point of order is—

Mr. Speaker: So many hon. Members are standing. Order, order.

Shri Alvares: My point of order is this. We do not make points of order frivolously.

Mr. Speaker: May I ask the hon. Member to give his judgment whether any of these things that have been raised earlier were points of order?

Shri Alvares: That is not for me to say, Sir. I would like to raise a point of order. I do not generally raise any points of order in the House.

Mr. Speaker: Shri Khadilkar. Is it a point of order?

Shri Khadilkar: No point of order. I am just mentioning that on the point

of order many submissions have been made because there was no point of order anywhere. The question is, before you give your decision whether, as has been said, some more time should be allowed to ascertain facts, or, as Members in the Opposition have said, whether the Government should come out immediately with a statement. My submission is, Sheikh Abdullah's utterances and movements have been highlighted by the foreign press and the press is interested in twisting what has happened. (*Interruption*).

Mr. Speaker: Order, order.

श्री यशपाल सिंह (कैराना) : आप प्वाइंट आफ आर्डर को मौका ही नहीं दे रहे हैं, औरों को मौका दे रहे हैं ।

अध्यक्ष महोदय : क्या है आप का प्वाइंट आफ आर्डर ।

श्री यशपालसिंह : मैं यह कह रहा हूं कि स्पीकर साहब का स्थान यहां हमारे लिए सर्वोच्च है । कल स्पीकर साहब ने भरे हाउस में फैसला दिया था कि वह कल फैसला देंगे, और वह फैसला स्पीकर साहब नहीं दे सकें हैं इसका कारण विदेश मंत्री हैं ।

अध्यक्ष महोदय : आप मुझे मौका भी दें, फैसला देने का, पहले ही शोर कर रहे हैं ।

Shri Alvares: May I be permitted to raise my point of order?

Mr. Speaker: Yes. He might also raise it.

Shri Alvares: My point does not arise from the admissibility or propriety or impropriety of not making a statement today. It arises from the text of the statement made by the Minister of External Affairs this morning. It is in regard to a contradiction of policy. Two days ago, the Prime Minister said that he would not permit Sheikh Abdullah....

Mr. Speaker: That is a different thing.

Shri Alvares: He has made a statement.

Shri Hari Vishnu Kamath (Hoshangabad): Sir, I would like to cite the rules. I would like to invite your attention to rule 197. I request you to pay very close attention to the wording of this rule. This is in regard to calling attention to matters of urgent public importance. The rule reads like this:

> "A member may, with the previous permission of the Speaker, call the attention of a Minister to any matter of urgent public importance....

Now comes the important wording—

> "and the Minister may make a brief statement or ask for time to make a statement at a later hour or date."

If we examine the import of this wording, it means this. The hon. Minister did yesterday, after due deliberation—because you asked him to make a categorical statement,—say that he would make a statement today. This rule, in my humble judgment, does not permit or enable the Minister or the Government to go on asking for time. They have asked for time once. They cannot ask for time again. Once they asked, and it was given to them. But they cannot be given time on the second occasion. Only once, and not more, can they be given time. There is no rule under which you can go on permitting them more time.

Mr. Speaker: What is the remedy that he would suggest? If that is not made, if the statement is not made and the Minister asks for time, what is the remedy that he suggests? (*Interruption*). Order, order. These talks simply do not take us anywhere Some useful purpose should be served by

[Mr. Speaker]

any interruption that is made. The Opposition Members have a responsibility as any others. They should realise their responsibilities as well. (*Interruption*). Order, order. The safest course for me then is this. There is a demand on the one side and there is opposition on the other. I will leave it to the House and ask for a vote.

Some hon. Members: No, no.

Mr. Speaker: What should I do then, if I am not allowed to give my decision? That is the only course that I can adopt.

Shri Harish Chandra Mathur (Jalore): I do not think that is the intention. My submission is about your last observation about your decision or ruling. The House wants you to give your ruling. That is the wish, both on this side and on the other side.

Mr. Speaker: He should realise that if I am not allowed to speak even and not allowed to give my decision, what is left for me to do. I should leave it to the House.

Shri Raghunath Singh: We will abide by your ruling, and we shall obey the Chair. (*Interruption*).

Mr. Speaker: Order, order. When I am not allowed to speak, what should I do?

Shri D. C. Sharma (Gurdaspur): There are two things that I want to submit. Yesterday, there was a great uproar in the House on this question, and the Prime Minister made a statement, and the House became quiet. The House listened to the Prime Minister with rapt attention, and they thought that the same thing would be done today also. Since there is a lot of disturbance in the House, the Prime Minister should give some kind of reassurance to this House so that the House becomes quiet. (*Interruption*). Secondly, I do not think we should call for any vote. We would be guided by your ruling entirely. You are the supreme master of this House and we do not want that your authority should be whittled down in any way.

Mr. Speaker: I am not being allowed to exercise my authority here.

Shri Kapur Singh (Ludhiana): We await your ruling. (*Interruption*).

Mr. Speaker: Nobody has awaited my ruling and I am not allowed to give my ruling.

Shri Daji (Indore): I only want to seek a clarification without apportioning any blame to anyone. I would like to know definitely whether this statement that was read out is all the information that has been received by the Government from the embassy at Algiers. That is very important.

Mr. Speaker: That is a different thing.

श्री प्रकाशवीर शास्त्री : मैं बड़ी नम्रता से आपसे निवेदन करना चाहता हूं कि व्यवस्था देने से पूर्व या सदन का मत जानने से पूर्व, आप एक बात पर अवश्य विचार कर लें। कल आपने सरकार को समय दिया था कि वह 24 घंटे में जानकारी ले कर सदन के सामने प्रस्तुत करें, और उसके बाद आप व्यवस्था देंगे कि काम रोको प्रस्ताव को स्वीकार किया जाए अथवा नहीं।

विदेश मंत्री ने जो वक्तव्य दिया है वह इतना निराशापूर्ण है कि उससे कोई समाधान नहीं होता। उनको 24 घंटे के अन्दर अपने राजदूतावास से सारी जानकारी लेकर आज संसद को और संसद के द्वारा सारे देश को देनी चाहिए थी, लेकिन विदेश मंत्री ने आज ऐसा वक्तव्य दिया है कि मानों उनके पास कोई जानकारी नहीं है और वह चौराहे पर खड़े व्यक्ति की तरह कोई वक्तव्य दे रहे हैं। जब कि दूसरी ओर स्थिति यह है कि शेख अब्दुल्ला ने चाऊ एन लाई से अपनी मुलाकात के

सारे तथ्य दिए हैं कि इस मुलाकात में क्या क्या बातें हुई हैं, और यह भी कहा कि अवसर मिलने पर वह चीन अवश्य जाएंगे। दूसरे काहिरा में जो चीन का दूतावास है उसने स्पष्ट रूप से यह घोषणा की है कि वह शनिवार को काहिरा पहुंच रहे हैं जहां से वह हज करने को जाएंगे, जहां से वह पाकिस्तान जाएंगे, फिर पाकिस्तान से पीकिंग जाएंगे और फिर पीकिंग से पाकिस्तान आवेंगे।

इसी बीच दूसरा तथ्य यह भी सामने आया है कि नागा नेता फिजो भी इस बीच में चीन जा रहे हैं। गृह मंत्री जी ने कुछ दिन पूर्व नागालैंड में जो उपद्रव हो रहे थे उनके सम्बन्ध में कहा था कि चीन नागा लोगों को गुरिल्ला ट्रेनिंग दे रहा है। ऐसी स्थिति में फिजो का चीन जाना, शेख अब्दुल्ला का चीन जाना, और चीन के विदेश मंत्री का नेपाल और पाकिस्तान जाना, इन तथ्यों के प्रकाश में आने के बाद भी अब तक भारत सरकार चुप बैठी है। क्या जो परिस्थिति सामने आ रही है उससे भारत के लिए खतरा पैदा नहीं हो रहा है और क्या ये प्रयास देश की अखंडता को खतरे में डालने के लिए नहीं किए जा रहे हैं। मैं समझता हूं कि ऐसी स्थिति में विदेश मंत्री का कोई वक्तव्य न देना राजनीतिक असावधानी है, और हम समझते हैं कि हमारा राजदूतावास भी वहां कोई कार्यवाही नहीं कर रहा है। विदेश मंत्रालय के जो सेक्रेटरी हैं उन्होंने भी विदेश मंत्री को पूरी जानकारी नहीं दी इस प्रकार वे भी अपनी जिम्मेवारी से हटे हैं। सरकार की इससे बड़ी विफलता और कोई नहीं हो सकती। इसलिए मेरा आपसे विनम्र अनुरोध है कि इस स्थगन प्रस्ताव को स्वीकार करें और आज इस पर चर्चा अवश्य होनी चाहिए।

Shri Sham Lal Saraf (Jammu and Kashmir): I feel that one important piece of information is wanted from Government and perhaps that may have a very important bearing on this subject. The Afro-Asian conference is going to be held there and our Foreign Secretary is to attend that conference as a representative of this country. Now that he is coming back, I want to know whether he is being called back by Government for some specific purpose which has not been explained or he was scheduled to arrive here tomorrow.

Mr. Speaker: What does this matter?

श्री किशन पटनायक (सम्बलपुर): मैं यह निवेदन करना चाहता हूं कि विदेश मंत्री के लिए एक बयान देने के वास्ते कोई खास जानकारी की इस वक्त जरूरत नहीं है क्योंकि शेख अब्दुल्ला ने चाऊ एन लाई से किस भाषा में बातचीत की है या क्या क्या बातचीत की है वह ज्यादा जरूरी नहीं है जितना कि यह जानना कि शेख अब्दुल्ला विदेश में किस प्रकार का काम कर रहे हैं और शेख अब्दुल्ला जिस प्रकार का काम कर रहे हैं उसके प्रति सरकार का क्या रुख है, क्या नीति है उस पर बयान देने की जरूरत है। अपनी नीति, अपना रुख अगर यह जल्दी हाउस को नहीं बतलाते हैं तो उससे यह नतीजा लग सकता है कि यह सरकार निश्चय ही नहीं कर पा रही है, कोई बात तय ही नहीं कर पा रही है...

Shri Tridib Kumar Chaudhuri (Berhampur): I am a little confounded about the business we are discussing. Thrice or more than that, you wanted to give your ruling, but you have not given it. On the other hand, you are allowing members to discuss the admissibility of the adjournment motion that has been moved. If you do not give the ruling, I take it that you are allowing us to discuss the admissibility of the motion. On that, I would like to point out

[Shri Tridib Kumar Chaudhuri]

certain great lapses on the part of Government.

The other fact which has not been stated is in this matter the whole functioning of the Foreign Office and the Foreign Office secretariat is involved. Only three days back, there was the news that our Ambassador to the United States, our Acting High Commissioner in Great Britain, our Ambassador in Paris and another fourth Ambassador had come away from their stations, taking advantage of a free flight in the Air India. At the very time when in Paris Mr. Sheikh Abdullah was having confabulations with certain objectionable people and when he went from Paris to Algiers, all our Heads of Missions were absent. So, there is a grave doubt in our minds that the Foreign Office is functioning absolutely inefficiently and irresponsibly. These things must be discussed in this House.

Shri Narendra Singh Mahida (Anand): I want to draw your attention to rule 364, Sir; either you decide and give your ruling by yourself or let the House decide this issue.

Shri Vidya Charan Shukla (Mahasamund): On a point of order, Sir. Under rule 58(v), you are precluded from admitting any adjournment motion on this subject, which has been discussed in the House on an earlier occasion in the same session. So, this adjournment motion is not admissible according to that rule.

Shri Joachim Alva (Kanara): You were pleased to ask the External Affairs Minister whether he wanted more time. You have left it to our decision. But it is a very narrow issue. We would like to abide by your decision and not to make it a party issue. It is a grave matter and the External Affairs Minister wants a little more time. The issues are very grave. We have not yet settled down in Algeria in the sense that our Embassy has not been fully established. This is the first time and they have lots of difficulties. There are no two opinions about Sheikh Abdullah. If you want to hang him, you can hang him on Monday afternoon, so that the Minister will have time to make a statement before the House.

Shri Shinkre (Marmagoa): Let us sit tomorrow, Sir, so that Government may make a statement tomorrow.

Shri Ranga (Chittoor): Shri Tridib Kumar Chaudhuri has already observed that this is rather confounding and confusing as to what we are supposed to decide now, and what you are supposed to decide also. If it is an adjournment motion, we have to take one attitude. If it is only a calling attention notice, I am conscious of the rule read out by Mr. Kamath. It is true that under that rule Government cannot be given any time when it comes to make a statement. They have already made a statement. All that they want to say now is, in addition to this information if some more information comes to our notice and to our possession, we would be able to give it to the House on Monday. I have been trying my best to see some light out of this discussion we are having. What is the point we want to make? Whatever information is in their possession, they have given to us.

Some hon. Members: No.

Shri Ranga: If we are dissatisfied with the total quantity of information that they have gained so far, then we have to pursue some other procedure. If we think that they are concealing something which is already within their knowledge, then we have to give the benefit of doubt to the Government.

श्री मधु लिमये : आपको विरोधी दल की ओर से बोलना चाहिये। आप सरकारी दल के हक में क्यों बोल रहे हैं?

Shri Ranga: It is no good contradicting each other. While all my friends were on their feet, I did not raise my voice. I want to be heard. If I do not happen to agree with my friends, that does not mean that I should not have the right to express myself here.

If they have some information which it is feared that they are not willing to share with the House, there is a justification provided by the Government themselves that their Secretary is coming over here and they would like to get information from him and make sure of the correctness of whatever information they have, which they are supposed not to have given to us, and obtain additional information also; and, thereafter place all the information that would come within their knowledge to their satisfaction as being correct, before the House. That is all that Government have asked for. I do not see any reason why the House should not give them this opportunity of placing before the House full and properly vetted information after having got it from the most authentic source—the Foreign Secretary—who is not available today and who would be available soon. (*Interruptions*).

श्री हुकम चन्द कछवाय : माननीय सदस्य के दल ने ही शेख अब्दुल्ला की वकालत की थी और उनको छुड़ाया था।

Shri Ranga: If, on the other hand, we want the Government to give a decision, this is not the proper occasion. It is for the Government to take a decision on whatever information they would be getting, and they would be getting it only later on. Therefore, I am in favour of giving the time that Government have asked for.

Shri Frank Anthony (Nominated—Anglo Indians): *Prima facie*, what Acharya Ranga stated would be the best course, because apparently Government may be required to take definite, drastic action. My only concern is this, and I think this will have to supersede all other consideration. If Government ask for time till Monday—let them not until then take any definite urgent action—they should let us know today whether they will be disabled by Monday from taking action to prevent Sheikh Abdullah from going to Peking. I do not know whether it is not possible—I know some thing about the passport rules because I have as a counsel dealt with a lot of passport forgery cases—but can't Government today with the information at their disposal come to the conclusion that Sheikh Abdullah must not be allowed to continue further his anti-national activities? Can't we immediately impound his passport? Do we have to wait till Monday for taking further action? Can't we say today that we will impound his passport? Perhaps, our High Commissioner could do that.... (Interruption). that . . . (*Interruptions*).

Shri Hem Barua: His passport should be cancelled before the enters any other country.

श्री ओंकार लाल बेरवा : श्रीमन, मेरा व्यवस्था का प्रश्न है :

Shri N. C. Chatterjee (Burdwan): We are feeling that the Government is playing with the House. Let there be a definite assurance that the passport of Sheikh Abdullah will be cancelled and that appropriate action would be taken against him later on for treason and that, if necessary, extradition proceedings would be taken against him if he does not choose to come back to India. If we can get that assurance, we have no objection to grant one or two days' time. But no further playing with the House, no further slurring over the issue

श्री ओंकार लाल बेरवा : श्रीमन, मेरा कहना यह है कि आपने अभी विदेश मंत्री से पूछा कि वह कब वक्तव्य देंगे और उन्होंने कहा कि वह सोमवार को वक्तव्य

[श्री ओंकार लाल बेरवा]

देंगे । यह ठीक है । वह सोमवार को वक्तव्य दें या मंगलवार को दें । लेकिन क्या प्रधान मंत्री सदन को और देश को यह आश्वासन देंगे कि शेख अब्दुल्ला जो भारतीय नागरिक होते हुए भी विदेश में बगावत का बिगुल बजा रहा है और देश-विरोधी हरकतें कर रहा है, उसको हिन्दुस्तान में आते ही गिरफतार कर लिया जायेगा?

Mr. Speaker: Now could I say something?

Shri Hari Vishnu Kamath: Let the Leader of the House give a lead.

Shri Hem Barua: He should make his position clear.

Mr. Speaker: We have already spent 55 minutes on this.

The Prime Minister and Minister of Atomic Energy (Shri Lal Bahadur Shastri): Sir, press reports which have appeared in our newspapers are most disconcerting and there is no doubt about it that we take a very serious view of this development.

श्री ओंकार लाल बेरवा : यह तो कल ही कह दिया था । (*Interruptions*).

अध्यक्ष महोदय : क्या यह भी कोई कायदा है कि प्राइम मिनिस्टर को कहा जाये कि वह बोलें और अगर वह बोलने के लिए खड़े हों, तो उनको बोलने न दिया जाये ? ऐसा तो कभी किसी हाउस में नहीं हुआ है । (*Interruptions*). मैं माननीय सदस्यों से कहूंगा कि वह इस तरह प्रोसीडिंग्ज को बन्द न करें ।

श्री रामसेवक यादव : अध्यक्ष महोदय, अगर इस तरह बीच में टोका-टाकी होती है, तो इसका मतलब यह नहीं है कि प्रधान मंत्री को बोलने नहीं दिया जा रहा है

अध्यक्ष महोदय : इसका और क्या मतलब है ?

श्री रामसेवक यादव : वह तो कल से ही सीरियस व्यूज ले रहे हैं, लेकिन हो क्या रहा है ? (*Interruptions*).

अध्यक्ष महोदय : मैं आपोजीशन से कहूंगा कि क्या हाउस का काम चलाने के लिए यह कायदा है । एक घंटा हमने पहले ही जाया कर दिया है ।

श्री हरि विष्णु कामत : सभी आपोजीशन नहीं ।

अध्यक्ष महोदय : मैं सभी आपोजीशन से नहीं, लेकिन आपोजीशन के जो मेम्बर ऐसा कर रहे हैं, उनसे कह रहा हूं ।

श्री रामसेवक यादव : समय बच सकता है, अगर ठीक ढंग से चला जाये ।

श्री हरि विष्णु कामत : हम प्रधान मंत्री को सुनना चाहते हैं ।

Shri Lal Bahadur Shastri: We have positively to take some action in this matter, but it would be definitely advisable—of course, what has appeared in the newspaper seems to be correct—rather, it is essential that Government should further confirm it before any positive action is taken, and a day or two is not going to matter much.

Shri Hem Barua: He will be in Peking by then.

Shri Lal Bahadur Shastri: So far as his going to Peking is concerned, as we have said, in so far as we are concerned, we will not permit it; and if he, of his own, goes to Peking, he will have to suffer the consequences.

श्री बागड़ी : क्या सफर करेगा ? (*Interruptions*).

श्री रामसेवक यादव : सरकार क्या करेगी ? सरकार के हाथ में यह नहीं है ।

श्री बागड़ी : सरकार ने जो गलती और गुनाह किये हैं, उनके बारे में प्रधान मंत्री का क्या कहना है ? उसने ही शेख अब्दुल्ला को बाहर पहुंचाया है।

श्री मधु लिमये : प्रधान मंत्री एक ही बात कर सकते हैं--इस्तीफा देना। सबसे बढ़िया काम यही होगा।

श्री लाल बहादुर शास्त्री : माननीय सदस्य अभी अविश्वास प्रस्ताव ला चुके हैं और उस का नतीजा भी उन्होंने देख लिया है। उन को यह बात कहने का कोई हक़ नहीं है कोई अधिकार नहीं है।

श्री मधु लिमये उधर 357 लोग जो बैठे हैं।

श्री राम सेवक यादव : न हटने का नतीजा भी देख लिया।

अध्यक्ष महोदय : माननीय सदस्य हाउस की प्रोसीडिंग्ज को आबस्ट्रक्ट कर रहे हैं। अगर वह इसी तरह चलेंगे, तो मैं एक्शन लूंगा। हाउस को अपनी रेपुटेशन का ख्याल रखना चाहिए। इस तरह से इस हाउस की कार्यवाही और डेमोक्रेसी नहीं चल सकती है।

श्री राम सेवक यादव : शेख़ की जगह पूरी करने के लिए हम लोग हैं।

अध्यक्ष महोदय : मुझे इस से मतलब नहीं है। मैं ने तो हाउस का काम चलाना है। अगर माननीय सदस्य कार्यवाही को आबस्ट्रक्ट करेंगे, तो मैं उसको नहीं चलने दूंगा।

श्री बागड़ी : अध्यक्ष महोदय, यह आबस्ट्रक्शन नहीं है। हम अपनी बात कह रहे हैं और प्रधान मंत्री जी भी उस का जबाब दे रहे हैं। उन्होंने कहा "आप का उस्ताद" क्या ये प्रधान मंत्री के शब्द हैं ? उस्ताद कौन होता है ? हाउस में सब बराबर हैं। उस्ताद तो वह है, जिन्होंने शेख़ अब्दुल्ला को बाहर भेज दिया।

Shri Kapur Singh: Let him make his statement. Let us hear him.

Mr. Speaker: But there are others who obstruct him. They do not seem to want to hear him. If this attitude continues, I will have to take strong action against those who do not allow him to proceed with his speech.

Shri Hari Vishnu Kamath: Let us not be deprived of our right to hear him.

Shri Lal Bahadur Shastri: I was telling the House that in case Sheikh Abdullah decides not to come to India and do as he wishes, visit different countries, of course, it will be up to him to do whatever he likes; but here we will have to take positive action against him and what that action should be, as I said, it will be advisable that we take a couple of days and then come to a final decision. I have no doubt that we share the feelings of the hon. Members. We fully realise what the hon. Members have said, its importance and its implications. Its implications are very serious and Government will definitely take a decision in the light of the seriousness of the implications involved.

श्री बागड़ी : अध्यक्ष महोदय,

अध्यक्ष महोदय : माननीय सदस्य बैठ जायें।

श्री बागड़ी : यह सारे देश की आवाज है।

अध्यक्ष महोदय : मैंने आप से कहा है कि आप बैठ जायें।

Mr. Speaker: Now the greatest concern of the hon. Members is that some further harm might not be caused during these two days we are

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granting and whether there might be something done by him which, if the Government takes action just now, could be avoided. That is the point that Government has to consider. The fear or apprehension of the hon. Members is, if we take time to take any decision whether during these two days he might do something else which could be prevented if we take action immediately, just now. That is the anxiety of the hon. Members.

Shri Hari Vishnu Kamath: A suggestion was made that his passport could be impounded.

Mr. Speaker: That is for the Government to decide because it is the Government which administers. I am not asking the Government to say what action they are going to take. I do not want the Government to disclose that. It is not necessary that they should disclose what action they intend to take. I am not insisting on that. I do not want that. But they should consider, should give full consideration to this aspect as to whether this delay or waiting on their part to hear the Foreign Secretary and then, afterwards, to take some action might not come in the way of any other thing or might not just encourage Mr. Abdullah to do further harm to this country during these two days which we might take in further discussion.

13.00 hrs.

Shri Lal Bahadur Shastri: As far as I can see, during the next two days I do not think Sheikh Abdullah will be able to do anything further which would harm the interests of our country. But, as I said, in spite of the passport, he is entirely free to do whatever he likes, but he has also to realise that he must suffer the consequences . . . (*Interruption*).

Mr. Speaker: Now, no further discussion on that. So far as the adjournment motion is concerned, unless I know the facts, I cannot admit it simply on reliance of the newspapers which may even be correct. No discussion can take place merely on that. They might be a useful guide, they might give us information; but the facts are to be known and, therefore, so far as that is concerned, if the Government wants time, I am inclined to give them time up to Monday. But, again, I repeat my request and that warning that they should take proper precaution to see that nothing further is done during these two days so that our country might suffer . . . (*Interruption*).

13.01 hrs.

PRESIDENT'S ASSENT TO BILLS

Secretary: Sir, I lay on the Table following six Bills passed by the Houses of Parliament during the current Session and assented to by the Vice-President discharging the functions of the President since a report was last made to the House on the 22nd March, 1965:

(1) The Appropriation (Railways) Bill, 1965.

(2) The Appropriation (Railways) No. 2 Bill, 1965.

(3) The Appropriation (Vote on Account) Bill, 1965.

(4) The Industries (Development and Regulation) Amendment Bill, 1965.

(5) The Kerala Appropriation Bill, 1965.

(6) The Kerala Appropriation (Vote on Account) Bill, 1965.

13.01½ hrs.

RESIGNATION BY MEMBER

(SHRI AJIT PRASAD JAIN)

Mr. Speaker: I have to inform the House that Shri Ajit Prasad Jain, an

elected Member of Lok Sabha from Tumkur constituency of Mysore State, has resigned his seat in Lok Sabha with effect from the 2nd April, 1965.

13.02 hrs.

STATEMENT *RE.* PRESIDENT'S HEALTH

The Prime Minister and Minister of Atomic Energy (Shri Lal Bahadur Shastri): Sir, I merely wanted to inform the House about the health of our President.

Shri Hem Barua (Gauhati): Is it in response to my "calling attention" notice?

Mr. Speaker: No.

Shri Lal Bahadur Shastri: I am glad to inform the House that Rashtrapati, Dr. Radhakrishnan, who underwent an eye operation for cataract extraction at a London clinic on March 22, 1965, has been making satisfactory progress. The bandages have been removed and Rashtrapatiji is now permitted to sit up and move about gently. He is scheduled to leave the clinic tomorrow. Thereafter, he will stay on in London for some more time for post-operative treatment. I am sure, the House would join me in wishing him complete and speedy recovery and safereturn.

श्री मधु लिमये (मुंगेर):**

Shri Raghunath Singh (Varanasi): No, Sir, we protest.

श्री मधु लिमये : **

Shri Vidya Charan Shukla (Mahasamund): Sir, this remark must be expunged from the proceedings. It cannot find a place in the record of the House.

Shri R. S. Pandey (Guna): This should be expunged from the record.

Mr. Speaker: If that is the desire, I have no objection to taking it out. It might be taken out.

श्री मधु लिमये : मेरा बात सुनिये, फिर आप हुक्म दीजिये।

अध्यक्ष महोदय : और कुछ नहीं सुनना चाहता हूं।

12.04 hrs.

BUSINESS OF THE HOUSE

The Minister of Communications and Parliamentary Affairs (Shri Satya Narayan Sinha): With your permission, Sir, I rise to announce that Government Business in this House for the week commencing 5th April, 1965, will consist of:

(1) Further discussion and voting on the Demands for Grants under the control of Ministry of Commerce.

(2) Discussion and voting on the Demands for Grants relating to the following Ministries:

Irrigation and Power.

Community Development and Co-operation.

Information and Broadcasting.

Rehabilitation.

Labour and Employment.

Transport.

Shri S. M. Banerjee (Kanpur): Sir, I would like to submit that some of us, my hon. friend, Shri Madhu Limaye, myself and others, have tabled a No-day-yet-named Motion on the statement of the hon. Home Minister on the Proclamation of President's Rule in Kerala. Since this matter is of urgent public importance, I would request the hon. Minister, through you, that a discussion may be

**Expunged as ordered by the Chair.

[Shri S. M. Banerjee]

allowed as early as an opportunity offers itself.

श्री यशपालसिंह (कैराना) : हमारे देश की दो समस्यायें हैं। जो पार्लिमेंट है वह पार्लिमेंटरी एफेर्ज़ि के मिनिस्टर साहब से चलती है और उसके ऊपर आपने एक मिनट भी बहस का नहीं रखा है । यह तो अन्दर की बात है । देश के बाहर जरूरत हमें एटोमिक एनर्जी की है । और उसकी बहस के लिए भी आपने पांच मिनट भी नहीं रखे हैं । देश बाहर और अन्दर किस तरह से ऐसी स्थिति में चलेगा ? इन दोनों के लिए आप समय रखिये ।

श्री बागड़ी (हिसार) : मैं एक निवेदन करना चाहता हूं । यकम मई को शनिवार है और उस शनिवार को लोक सभा ने बैठना मंजूर किया है । यकम मई संसार भर में मजदूर दिवस के रूप में मनाया जाता है । उस दिन मजदूरों की छुटटी होती है । पार्लिमेंट के कर्मचारी भी बहुत से उस दिन को मनाने के लिए छुटटी रखते हैं । मेरा निवेदन है कि यकम मई को न बैठ कर उसके बजाय पहले या पीछे किसी शनिवार को हम बैठ जायें और यकम मई की छुटटी रखें ।

श्री प्रकाशवीर शास्त्री (बिजनौर) : जिन दिनों में अनुदानों की मांगों पर बहस चलती है उन दिनों में आपने व्यवस्था दे रखी है कि आध कघंटे की चर्चा कोई नहीं रखी जा सकती है । इसका दूसरा कारण यह भी है कि कि अधिवेशन छः बजे तक चलता है । उसके बाद जो अधिवेशन के दिन बाकी रह जाते हैं वे अधिक से अधिक सात ही रह जाते हैं, एक सप्ताह ही बचता है । मैं अनुरोध करना चाहता हूं कि अगर कोई इस प्रकार का महत्वपूर्ण विषय हो जिस पर आध घंटे की चर्चा मांगी जाए और उस पर सदन के सदस्य पचास से अधिक की संख्या में यहां बैठने के लिए तैयार हों तो आप इस बात की अनुमति दें कि उस महत्वपूर्ण विषय पर आध घंटे की चर्चा रखी जा सकती है ।

अध्यक्ष महोदय : ऐसा जरूरी होगा तो देख लेंगे ।

Shri Hari Vishnu Kamath (Hoshangabad): May I invite your attention and the attention of the Minister to the rather ambitious programme set forth in Bulletin, Part I, of February 17 in which 34 Bills pending and new Bills have been listed besides the financial business and the non-legislative business? Therefore, last Friday I requested the Minister to make a statement today as to what the duration of the session, the closing date of the session, would be. I expected that he would make a statement today, but that has not been forthcoming. Latterly one more item has been added to the list, that is, the President's Proclamation on Kerala. That also has been listed in the business. We will be grateful if the Minister will make a statement next week.

There is one other point. I have with some degree of persistence, been requesting the Government to look into the need, if they feel like that, for an amendment of article 100 of the Constitution, and my plea has been reinforced by what happened here yesterday, in this House. My hon. friend, Shri Kachhavaiya, diligent and conscientious in discharging his duties as a Member of the House, has been trying to remind the House in his own way of its obligation under the Constitution with regard to the quorum of the House. I understand that yesterday a senior Member of the House, my hon. friend, Shri Jochim Alva, who normally displays the esteemable qualities of energy and intellingence assailed, with a zeal for a better cause, the right of a Member to raise the point of quorum here, and tripped when he did that, because the provision of quorum is applicable to the whole House, and every Member has got a right to raise the point of quorum at any time. Voluntarily if a member refrains, it is another matter.

And, therefore, it is incumbent upon the Government to bring forward a Bill, if they cannot maintain quorum. Your predecessor, Sir, Mr. Mavalankar, had also directed them that they should bring forward a Bill. If they do not do it, at least they should not permit their own Party Members to curtail the right of any Member of the House.

Mr. Speaker: He should not make a speech. Only attention is to be directed to such and such an item.

Shri Hari Vishnu Kamath: I have been raising this repeatedly. Nothing has been done. On the other hand, it is not being implemented ,and they are curtailing the right of the Members of the House to raise points of order with regard to quorum.

श्री मधु लिमये : अध्यक्ष महोदय, आपने दो तीन बार मुझ से यह कहा कि केरल में जो राष्ट्रपति का शासन है उस प्रश्न की वैधानिकता का सवाल यहां नहीं उठाया जा सकता । मैं यह मानता हूं । इसके लिये मैंने आपके पास ढाई घंटे वाली बहस के लिये एक बिना तिथि वाला प्रस्ताव भेजा है । आप संसदीय कार्य मन्त्री से यह कहें कि या तो वे ढाई घंटे की बहस रक्खें या जो मेरा बिना तारीख वाला प्रस्ताव है उसको मान लें । यह एक बात ।

दूसरी बत मेरी यह है कि अनुदानों पर चर्चा का जो कार्यक्रम बनाया गया है वह 19 तारीख तक का हमें मिला । उसके बाद मुझे ऐसा लगता था कि शायद कोई और तारीख की सूची आ जायेगी । लेकिन कोई सूची नहीं आई है । मैं जानना चाहता हूं कि जो डिमाण्ड नं० 109 लोक सभा सचिवालय के सम्बन्ध में है, क्या उस पर बहस करने के लिये कोई समय नहीं रक्खा जायेगा ।

अध्यक्ष महोदय : नहीं रक्खा जायेगा ।

श्री मधु लिमये: क्यों नहीं रक्खा जायेगा ।

अध्यक्ष महोदय : इस के बारे में फैसल हो चुका है ।

श्री मधु लिमये : मेरा इस पर व्यवस्था का प्रश्न है ।

अध्यक्ष महोदय : इस पर व्यवस्था का प्रश्न नहीं उठता ।

श्री हुकम चन्द कछवाय (देवास) : अध्यक्ष महोदय, मैं कहन चाहता था कि जब कल मैंने कोरम का सवाल उठाया तो मेरे मित्र श्री आल्वा ने अपनी भाषा में कहा था . . .

अध्यक्ष महोदय : वह मैंने देखा है । आप का कहना ठीक है । वह बात उन्होंने गलत कही ।

श्री हुकम चन्द कछवाय : उन्होंने कहा कि मैं बार बार उठता हूं, मुझे हमेशा के लिये हाउस से निकाला जाये । क्या यह उचित है ।

अध्यक्ष महोदय : यह उचित नहीं है ।

श्री हुकम चन्द कछवाय : उसे उन्हें वापस लेना चाहिये ।

अध्यक्ष महोदय : आप से मैंने कह तो दिया कि उचित नहीं है । और आप क्या चाहते हैं ।

श्री अ० प्र० शर्मा (बक्सर) : आपने आश्वासन दिया था, आप को याद होगा, पिछली बैठक में सदन को कि रांची के हैवी इंजीनियरिंग कारखाने में जो आग लग गई थी, जिसकी एन्क्वायरी की गई थी, उस पर बहस की जायेगी । इस बारे में क्या कार्रवाई की गई यह सदन जानना चाहता था । आपने आश्वासन दिया था और सरकार को आदेश दिया था. . .

अध्यक्ष महोदय : मैंने आदेश दिया था. . .

श्री अ० प्र० शर्मा : लेकिन सदन की पिछली बैठक में बहस नहीं हो सकी । मैं जानना चाहता हूं कि क्या इस सेशन में बहस की स्वीकृति दी जायेगी ।

श्री किशन पटनायक (सम्बलपुर) अध्यक्ष महोदय . . .

अध्यक्ष महोदय : आप की पार्टी के दो मेम्बरों ने तो कह दिया . . .

श्री किशन पटनायक : अगर आप इसी वजह से समय नहीं देंगे तो दूसरी बात है . . .

अध्यक्ष महोदय : अच्छा कह लीजिये, आप क्या कहना चाहते हैं ।

श्री किशन पटनायक : मुझे दो बातें रखनी थीं । एक तो यह कि चीजों के मूल्यों पर और कई दूसरे मसलों पर आप के पास प्रस्ताव गये हैं । उन को जो समय मिलेगा उसे किस तरह से ऐडजस्ट किया जायेगा । इसकी वजह से अधिवेशन का देर तक के लिये एक्सटेंशन होगा या नहीं, यह अभी से मालूम हो जाना चाहिये । दूसरी बात भी मैं कहना चाहूंगा ।

अध्यक्ष महोदय : आप एक ही बार में कह लीजिए ।

श्री किशन पटनायक : यह पहली बार है जब बजट की बहस पर प्रधान मन्त्री के बारे में कोई बहस नहीं होगी । उनकी बात भी तो आ जानी चाहिये बहस में ।

श्री सत्य नारायण सिंह : यहां कितने सवाल उठाये गये हैं, नहीं मालूम । मैं किन किन का जवाब दूं ।

अध्यक्ष महोदय : The Proclamation issued by the Vice-President of India discharging the functions of the President on the 24th March, 1965. जो है उस का मोशन आया है सपकार की तरफ से उसको वक्त दिया जाये ।

श्री सत्य नारायण सिंह : अब सवाल यह है कि जितने भी प्रश्न उठाये गये हैं . . .

अध्यक्ष महोदय : कामत साहब के कोरम का सवाल तो हर हफ्ते चलता है ।

श्री सत्य नारायण सिंह : मैं उन्हें बतला दूं कि हम अभी बिल तैयार कर रहे हैं । वे इस बात को कबूल करेंगे कि जब तक फाइनेन्शल बिजिनेस खत्म नहीं हो जाता, लेजिस्लेटिव बिजिनेस कैसे लिया जा सकता है ।

श्री हरि विष्णु कामत : मेरा ही सवाल नहीं है, सारे हाउस का सवाल है ।

श्री सत्य नारायण सिंह : सारे हाउस का सवाल है, लेकिन आप सबसे ज्यादा प्रवर्तक हैं उसके । अगर, अध्यक्ष महोदय, आप की इजाजत हो तो मैं बहुत अदब से कहूं कि हम गवर्नमेंट की तरफ से बिल तैयार कर रहे हैं । मैं अपने मित्र श्री कछवाय से भी कहना चाहता हूं कि कभी कभी लड़ाई इस तरह की हो जाया करती है । उन्हें हक है कोरम का प्रश्न उठाने का, इसमें कोई शक नहीं है और जो कुछ मेरे भाई श्री आल्वा ने कहा, वह उचित नहीं था, यह सही है ।

श्री शिकरे (मरमागोआ) : मन्त्री महोदय कभी किसी को भाई कहते हैं और भी कभी किसी को मित्र कहते हैं।

अध्यक्ष महोदय : यह बात ठीक नहीं है । इस हाउस में कुछ डिगनिटी तो रहनी चाहिये ।

श्री सत्य नारायण सिंह : मैं भाई और मित्र में कोई फर्क नहीं मानता ।

श्री बागड़ी : आप मित्र को भाई समझते हैं ।

श्री सत्य नारायण सिंह : ठीक है । लेकिन मैं नहीं कहता कि उन्होंने जो कुछ कहा वह कहना उनके लिये उचित था । मैंने बहुत अदब से उनसे पहले भी कहा था कि हम बिल ला रहे हैं । लेकिन जब कभी कभी लड़ाई होती है तो उसमें ट्रस भी हो जाया करता है, भले ही आप उसे अनइजी ट्रस कह लें। इतनी बार कोरम का सवाल उठे यह किसी को अच्छा नहीं लगता है ।

श्री बाजी (इन्दौर) : आप लंच इंटरवेल का प्राविजन कर दीजिये । ऐसा आप क्यों नहीं करते हैं कि . . . .

अध्यक्ष महोदय : इंटरवेल करने में मुझे कोई ऐतराज नहीं है । गवर्नमेंट भी इस के हक में है । गवर्नमेंट ने मुझ से कहा था । लेकिन मुझे डर है कि जब लंच इंटरवल होगा और मैम्बर लोग घर जायेंगे तो उस के बाद वह बहुत कम आयेंगे ।

श्री हरि विष्णु कामत : तजुर्बा कर के देखिये ।

अध्यक्ष महोदय : मुझे यह डर है अगर इंटरवल हो जायेगा तब भी लोग नहीं आयेंगे । आप इंटरवल का फैसला करना चाहें तो अभी कर लें, मुझे इंटरवल से कोई ऐतराज नहीं है । (*Interruptions*)

श्री मधु लिमये : अगर अधिवेशन शाम को रक्खा जाये, तो सब आ जायेंगे ।

श्री सत्य नारायण सिंह : यहां पर इंटरवल का सवाल आया । आप ने कहा और मैं ने खुद इस पर गौर किया । लेकिन अगर यह सवाल 1 बजे से 2॥ बजे के बीच में उठता तो कुछ कहने की बात होती । लेकिन इस का तो कोई समय ही निर्धारित नहीं है । 5 बजे, 4 बजे यह उठ जाता है, जब चाहा तब उठा दिया । इसलिये लंच इंटरवल से इस को जोड़ना उचित नहीं है । हमारे बहुत से दोस्तों ने कहा कि हम खाना खा कर आते हैं । कुछ दोस्त ऐसे हैं जिन की अंग्रेजी ढंग से एक बजे खाना खाने की आदत हो गई है । वह बेचारे कहते हैं कि उन के पास सवारी नहीं है कि वह जायें और फिर आयें । श्री कछवाय के लिये कोई समय निर्धारित नहीं है कि वह 1 बजे और $2\frac{1}{2}$ बजे के बीच में ही इस सवाल को उठायें । वे हमेशा ही इस को उठाते रहते हैं, लंच टाइम हो या न हो । इस लिये लंच इंटरवल का कोई फर्क नहीं पड़ता । मैं यहां पर कोई हक की बात नहीं कह रहा हूं लेकिन क्या मैं उन से दरख्वास्त कर सकता हूं और हाउस की तरफ से कह सकता हूं कि वह इस बात को मान लें कि कम से कम जब तक यह कोरम बिल नहीं आ जाता है, डिमान्ड्स को हो जाने दें । होता क्या है कि जो समय जाता है वह हाउस का जाता है । किसी भी डिमान्ड पर बहस कीजिये, अगर दस मर्तबे कोरम बैल बजती है तो हर बार उस में ढ़ाई मिनट जाते हैं । इस तरह से 25 मिनट चले जाते हैं । यह समय किस का गया । गवर्नमेंट तो खुश है । हमें गाली सुनने का कम मौका मिलेगा । वह समय कट जाता है । इस लिये आप जरा गम्भीरता से इस को सोच लीजिये । क्या उन को हर समय इस सवाल को यहां उठाना चाहिये । हम लोग बिल तैयार कर रहे हैं । आप के सामने उसे लायेंगे जो कुछ होगा । लेकिन तब तक मैं दरख्वास्त करूंगा कि एक आध बार मजाक कभी हो गया तो हो गया, लेकिन हर दो मिनट पर कोरम का सवाल उठाना ठीक नहीं है । आखिर इस हाउस की कोई डिगनिटी है । अगर किसी कानून से इस हाउस की डिगनिटी कम होती है तो उस को तोड़ देना चाहिये ।

श्री हरि विष्णु कामत : संविधान को बदल लो ।

श्री सत्य नारायण सिंह : मैं तो कहता हूं कि लायेंगे । कामत साहब इस हाउस के बड़ पुराने और मोअज्जिज मेम्बर हैं । वह बचारे . . . . .

श्री हरि विष्णु कामत : मैं इस सवाल को दस सालों से ला रहा हूं ।

श्री सत्य नारायण सिंह : आप उन नौजवान मित्र को समझाइये । अगर आप कोरम की बात यहां हर समय लाना चाहते हैं तो मैं क्या करूं । (*Interruptions*). अच्छा, जो कहना हो कहें, जो तबियत हो आप करें ।

श्री हिर विष्णु कामत : साढ़े दस बजे से डेढ़ बज तक और तीन बज से छः बजे तक ।

Shri Daji: You put a Calling Attention Notice after the lunch interval. Then everyone will be present.

अध्यक्ष महोदय : अगर हाउस को मंजूर हो मुझ कोई एतराज नहीं है ।

श्री सत्य नारायण सिंह : वह अलग सवाल है ।

Shri Shinkre: I have got one submission to make. Most of the Members are sitting in the Central Hall. As soon as the Quorum Bell is rung, the Members come in. They are sitting in the Central Hall. So, some provision be made to stop them from permanently occupying the Central Hall.

अध्यक्ष महोदय : अगर आप चाहते हैं कि मैं यह प्रोपोजल हाउस के सामने रख दूं तो मैं रखने के लिये तैयार हूं ।

श्री दौ० चं० शर्मा (गुरदासपुर) : दो बजे से ले कर आठ बज तक हाउस को बैठना चाहिये ।

श्री सत्य नारायण सिंह : 1 मई के बाद क्या करना है वह तो आप को फैसला करना है । एक दो डिमान्ड्स के बारे में ठाकुर साहब ने सवाल उठाया । आप जानते हैं कि जिस तरह से हमारा काम चल रहा है। मुझ को तो ऐसा लग रहा है कि जो डिमान्ड्स चल रही हैं, जिन के बारे में हम ने प्रोग्राम अनाउंस किया है, उस को ही गिलोटिन करना पड़ेगा । आप ने तो कोशिश की है कि शड्यूल . . . . .

श्री दौ० चं० शर्मा : स्पीकर साहब के पास लिस्टें भेज दी जाती हैं बोलने वालों की, लेकिन फिर भी मौका नहीं मिलता ।

श्री सत्य नारायण सिंह : यहां किसी को बुलाने या न बुलाने की बात नहीं है । जो समय निर्धारित है हाउस के लिये उस के मुताबिक पूरा टाइम नहीं मिलेगा बहस के लिये । जहां तक नो डे येट नेम्ड मोशन का सवाल है आखिर उस के लिये टाइम तो चाहिये । हां, अगर कोई ऐसी जरूरी बात है जैसे कि एडजर्नमेंट मोशन का सवाल है, अगर वह सोमवार को हुआ तो वह तो आयेगा ही । लेकिन वह भी जो समय होगा वह किसी न किसी डिमांड पर पड़ेगा क्योंकि उधर आप समय नहीं बढ़ा सकते ।

श्री मधु लिमये : अध्यक्ष महोदय, क्या आप मेरे प्रश्न का जवाब देंगे ?

अध्यक्ष महोदय : आप बैठ जाइए ।

श्री मधु लिमये : मैंने जो अनुदानों के बारे में सवाल उठाया था. . .

अध्यक्ष महोदय : लोक सभा के अनुदानों के बारे में ?

श्री मधु लिमये : जी हां ।

अध्यक्ष महोदय : उनके बारे में तो पहले फैसला हो चुका है । अब इस सवाल को नहीं लाया जा सकता । पहले सवाल उठाया गया था उसका फैसला हो चुका है ।

श्री मधु लिमये : मुझे भी वह फैसला बतला दीजिये ।

अध्यक्ष महोदय : मैं हर एक मेम्बर को उसके बारे में जवाब नहीं दे सकता ।

श्री मधु लिमये : संविधान के खिलाफ कैसे जा सकते हैं । दस्तूर संविधान के अनुकूल होना चाहिये ।

अध्यक्ष महोदय : उसके बारे में फैसला हो चुका है ।

श्री मधु लिमये : वह फैसला मुझे बतला दीजिये । मैं सुनने को तैयार हूं ।

अध्यक्ष महोदय : आप सुनने को तैयार हैं, लेकिन मैं नहीं बतला सकता ।

श्री मधु लिमये : सोमवार को बतला दीजिएगा ।

अध्यक्ष महोदय : मैं सोमवार का वायदा नहीं करता ।

Shri H. N. Mukerjee (Calcutta Central): There was a question which the hon. Minister did reply to, which you also had mentioned to him, about the Kerala Proclamation.

Mr. Speaker: The notice of that motion or resolution has come. The hon. Member wants to know when it is likely to be taken up.

श्री मधु लिमये : जब मैं एक संविधान का मामला आपके सामने पेश कर रहा हूं—

अध्यक्ष महोदय : मैं एक बात कर रहा हूं और आप बीच में दखल दे रहे हैं ।

श्री मधु लिमये : दखल देने की बात नहीं है । मैंने संविधान के संबंध में सवाल उठाया है, उसका फैसला मुझे मालूम होना चाहिये ।

श्री सत्य नारायण सिंह : आप इनको नेम कर दीजिये ।

श्री मधु लिमये : क्या संविधान का प्रश्न उठाना कोई अपराध है? क्या हम भिखमंगे हैं? हमको जनता ने चुना है इसलिये यहां आए हैं । आप बार बार हमको निकाल देने की बात करते हैं । उसका मतलब मेरी समझ में नहीं आता ।

श्री श्यामलाल सर्राफ (जम्मू तथा काश्मीर) : माननीय सदस्य आपके कमरे में जाकर सुन सकते हैं, हाउस का वक्त न लें ।

श्री मधु लिमये : यह कमरे में सुनने का सवाल नहीं है ।

श्री श्यामलाल सर्राफ : मैं अपने मित्रों से अदब से प्रार्थना करूंगा—

अध्यक्ष महोदय : आपकी प्रार्थना का क्या असर होगा जब मेरी का नहीं होता ।

श्री बागड़ी : पहली मई के बारे में क्या जवाब दिया ?

अध्यक्ष महोदय : वह बाद में देखा जाएगा ।

13.22 hrs.

DEMANDS FOR GRANTS—*contd.*

MINISTRY OF CIVIL AVIATION—*contd.*

Mr. Speaker: The House will now take up further discussion and voting on the Demands for Grants relating to the Ministry of Civil Aviation.

Shri Daji (Indore): While we are discussing the Demands for Grants relating to the Ministry of Civil Aviation, the first point that strikes is in regard to what the report of the Ministry has called as non-scheduled airlines.

There are seven or eight of these non-scheduled lines. The report classifies them only as non-scheduled lines. But the actual fact is that these lines are not non-scheduled. A non-scheduled line is one which works without any regularly drawn-up schedule. But these lines have a regular schedule. It is advertised in

[Shri Daji]

the papers, and it is put up on the notice-board, and these lines are running almost as scheduled lines. It is just under a fiction that they continue to be non-scheduled lines. These are the private lines. A lot of bungling is going on in these private lines, and they are making enormous profits by violating all possible rules.

To continue to keep them as non-scheduled lines is against the declaration made by Government in the Bill which had been brought forward before this House and which had been passed by this House on the 10th March, 1953. They had stated in that Bill that the nationalised airlines would acquire all the undertakings in the existing air transport companies. Again, in paragraph 7, it had been stated that the operation of scheduled air carrier service would become the monopoly of the two corporations. This was what had been stated in the statement of objects and reasons attached to that Bill. From 1953 to 1965, 12 years have passed, and Government have done nothing yet to nationalise these non-scheduled lines which carry both passenger as well as freight transport and earn a lot of profit. It is not merely that but Government have recently stopped their freighter services to Assam and handed over that work also to these non-scheduled airlines. So, instead of going on with the process of nationalisation, we find that Government have stopped their own work and handed it over to the non-scheduled airlines.

The next important point I would like to raise in connection with this Ministry is that the secretary to the Ministry happens to have been appointed as the chairman of the IAC. This is highly improper. Time and again, this has been pointed out. The Estimates Committee in their 52nd report had occasion to pass severe strictures against Government for this because there had been a violation of the previous report of the Estimates Committee and the assurance given by Government that the recommendation would be acceped. Government still continue to violate it palpably. And the 52nd report has pointed that out. Once the Government give an assurance to the House, the House expects them to keep up that assurance. But we find that instead of keeping up that assurance, in violation of the strictures passed by the Estimates Committee in their 52nd report, Government have again appointed the secretary to the Ministry as the chairman of the IAC. Sir, I would like to seek your protection also in regard to this matter. After all, this House must expect that when such reports are made by responsible committees of the House, and Government will follow those recommendations and will keep up their assurances. Otherwise, it is useless to have committees, useless to go into the matter and useless to submit reports, and useless to take the assurances of Government at their face value if Government are going to treat important committees like the Estimates Committee in this most casual way.

Apart from the principle involved in this particular case, there is also a double risk, because the duties of the secretary and the chairman are in conflicting interest. It is the duty of the chairman to make the maximum of profits, but it is the duty of the secretary to see that all the rules and regulations are observed and accepted. But ever since this combination of offices has taken place—I am making a very responsible disclosure when I say this—the life of every passenger has been put in jeopardy. Because of this combination of posts, all rules of licensing have been suspended. Oral tests and written tests for pilots have been almost truncated and done away with. Even when the departmental committees report that the aircraft are not air-worthy, they are made to amend those reports; replacements are not done; ground engineering repairs

are not carried out and so on, and all this is taking place because the chairman of the IAC as well as the secretary to the Ministry happen to be the same person. This is a very serious matter, a matter of national jeopardy. If this continues in this manner, I do not know how the IAC, the AII and civil aviation are going to make progress in our country. These two posts being in conflicting interest, they must immediately be separated.

In this connection I would like to know what has happened to the Khsola Committee's report on the Pathankot Dakota aircrash. Where is that report? Why has it been suppressed? It has been suppressed because the recommendations go against the decisions of the chairman of the IAC. What has Government done in this regard? When such important committees are appointed to inquire into aircrashes, and in this particular case, the committee headed by Justice Khsola has given a report saying that the entire licensing system has to be changed and scrapped, we find that Government sit back and say that they will not release the report; that report is being shelved. Is this not a serious natter? After all, air transport is very risky for passengers and yet Government have suppressed such reports. This has been done because they do not want to comply with the directions, and the IAC does not want to publish it, and the whole thing has been hushed up because the secretary to the Ministry happens to be the chairman of he IAC.

On the one hand, there is this concentration. On the other we find that there is also unnecessary duplication. The Civil Aviation Department is such a small department. Apart from these two corporations which have to take care of the maintenance of the several lines, there is only a very small department which has to be there; of course, there is the Meteorological Department; we call it a department whose signals are always wrong, because when they say there will be a storm there is bright sunshine and when they say there will be bright sunshine there is going to be a storm. Apart from that, the civil aviation wing has hardly any work to do I make bold to say this. Therefore, the separate attached office of the DG is not required at all. It is only duplication of work; for, whatever the DG does goes to the secretary, and the latter only writes 'Agreed' or 'Disagreed' and so on. I would like Government to consider whether these two posts cannot be combined. At the same time, however I would like to reiterate that the office of the secretary to the Ministry and the chairman of the corporation ought to be immediately separated.

I would also submit that the regional controllers need to be given more powers. Instead of duplication here, more powers may be given to the regional controllers. The existing system was worked out when the whole thing had not developed so much as it has today, and, therefore, this requires a second look.

Then, I would come to the question of waste. I would like to ask Government what action they have taken on the report of the Public Accounts Committee. If they are not going to take any action, I would like to know why we should have these reports. On the one hand, Rs. 16 lakhs has been lost by mishandling the sale of the Herons; on the other we find that 1.5 lakhs dollars have been spent on getting a foreign consultant for architectural design. It has been abundantly proved that Indian architects could have been employed but we find that 1.50 lakhs dollars have been wasted on a foreign architect, and this, at a time when we are facing the foreign exchange crisis and the hon. Minister comes forward with a 5 per cent or 10 per cent increase *ad valorem* in the excise and customs duties because we are facing a foreign exchange crisis. Is that merely to squander away the money in this manner?

[Shri Daji]

The Public Accounts Committe has already reported on this matter. I would like to know who has been held responsible. I would like a straight reply from Government on this matter; no shilly-shallying reply will be accepted by the House this time. For it is a question of a loss of Rs. 16 lakhs in one transaction and 1:50 lakhs dollars in another transaction. I would like to know Government's reaction to the observations made by the Public Accounts Committee. Who was the officer responsible? Has the responsibility been fixed or located, and what action has been taken against the officer or officers responsible?

13.29 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*].

I know that our Government take very little action against the big officers because they seem to be running the whole show, and even when they commit mistakes and bungling and a committee reports on the matter, no action is taken against them. I want a direct reply from Government on this point.

Then I would like to know who was the ingenious officer who purchased the 'rolling on' fire crash tender at Bombay, a thing which has been purchased for a marshy area. I do not know whether Bombay was considered to be a marshy area. Each tyre cost Rs. 10,000 in foreign exchange, cash dollar; the whole machine cost lakhs. Has it been used even once? Is it usable? Why was this bought? Was it tried? I want a reply to these questions. This white elephant has been bought and money has been wasted. In any private company, the manager concerned would have been dismissed. But here because you are dealing with people's money—and more objective money!—you can afford this luxury, this waste. It is awful.

Another thing in which Government has failed is this. Despite my submission here year after year, every time to have a service linking the capital town of Bhopal—it is the capital of my State—nothing is being done. Why? It will be running at a loss. You can incur losses on the Heron disposal, you can incur loss on the purchase of crash tenders, but you cannot link a state capital by air. This is a matter of national importance. At least the capital of every state must be linked by air service. There was a service Bombay-Indore-Bhopal-Delhi. It has been suspended. Why? We are not making a profit. Do we expect. a nationalised undertaking to take this into consideration and leave out the capital of a state completely out of the air map of India? This matter should have been attended to and the demand accepted. But no. Empty machines will be bought, Rs. 16 lakhs will be lost in the Heron transactions, money will be misspent on a foreign architect. This is the method of working of the department.

Let us take some other glaring facts. We have lost our faith in Government's assurances. In December last, the Ministry replied here to a call attention notice by the hon. Member for Kanpur (Shri S. M. Banerjee) when the workers were agitating and there was a big movement. The Minister stood up and said in this House that the matter would be settled. What is that matter? In 1959 when the Pay Commission made its report to the Government it had said that the pay structure of workshop employees should be worked out in consultation with a departmental committee. The committee was constituted in 1959. It gave its report. More than 2½ years have passed, and yet no action has been taken. The workers gave a strike notice. The Minister gave an assurance. The strike notice was withdrawn. But even now the workshop employees' scales have not been revised. The workers are giving notice again. They are feeling agitated. Any day, within a week it will start again if the workshop employees are not given the revised scale.

How do you treat your employees? Do we know that recently Palam has been taken over from the Air Force? 350 employees from all over India were brought here. In yesterday's rain, they were left without quarters. Not a single one of the 350 employees, who have been brought here post-haste from all parts of India, has been given a quarter. The IAC sends its employees free of charge to the aerodrome from the quarters. But the employees of the Civil Aviation Ministry have to pay Rs. 15 per month for transport. Even a chaprasi has to pay that. What about aerodromes like those in my State, the aerodrome at Jabalpur, 18 miles from the city, or the aerodrome at Raipur or some other place, like Mangalore, where you do not provide once a week free transport to the staff for making their purchases? Is this the way you should treat your own staff?

Do we know that in this most responsible undertaking, the operational staff are not even given a weekly off, despite what the Central Pay Commission has said? Do you understand what will be the consequences of this strain on the operator, the technical man, working all the 365 days in the year without a single weekly off? How can you expect technical efficiency to be maintained by these people in such circumstances? The P & T Department gives 9 yearly holidays. But this department gives not one holiday, not one weekly off, not one holiday even in one year. They do not give even overtime to these persons. Then you say that the work of the technical staff should be of a high order. This is the state of affairs in this Ministry. This is the way you treat your own staff. With this attitude, there is no wonder things are what they are.

Then again take the chowkidari system. Because Walcott ran away, a new security system has been introduced. What is that? Instead of increasing the number of chowkidars. they have made the present ones work continuously 12 hours a day without even a break. In this situation, more Walcotts will run away. No one can do chowkidari continuously for 12 hours. It is humanly impossible. You cannot increase the chowkidars, but you want the existing chowkidars to work more.

And in the Walcott case, it was not the fault of the chowkidar. Actually, it was the chowkidar on duty who warned the officials. But some high-ups tripped took fright at the white colour of the skin, as our Prime Minister said. They have got that white complex.

Therefore, the whole department is riddled with bureacracy, riddle with inefficiency. It has now come to a stage when airborne passengers will not be safe with this relaxing of the licensing and other things.

Therefore, I would request the Minister to have a thorough look and check up of this Ministry which is concentrated in one hand, which is inefficient which wastes money which purchases equipment which is not required which indulges in other wasteful activities.

Then take the trips. Frequently, check-ups go on. Each officer goes to check a particular station. If you probe into it, you will find that a particular station is checked very often because some relative of a Minister, some sister or daughter in school, college or university is there. There will be check-ups there again and again, again and again and again and aga'n. Utter waste.

It was also reported that some members of the families of officers also travel when they travel on duty. Why? Because it is Free nationalised transport. There is the same Secretary, same Chairman. Who is to check? There is no check absolutely.

Therefore, since the Ministry has been separated, we demand a closer scrutiny of its activities. We hope that the recommendations of the Committee will be observed immediately. If they are not observed, I feel we may

[Shri Daji]

even have to go to the extent of raising a question of privilege against the Minister concerned, if the reports of Committees are flouted in this manner time and again.

श्री हुकम चन्द कछवाय (देवास) : उपाध्य महोदय, हाउस में इस समय कोरम नहीं है ।

Mr. Deputy-Speaker: The bell is being rung.—now there is quorum.

Maharajkumar Vijaya Ananda (Visakhapatnam): I do not belong to that school of thought which believes that there should be wholesale condemnation, which unfortunately has been the case on both sides of the House. I belonging to that school of thought which believe in saying that you must give an opportunity to a person to prove himself worthy of the new portfolio.

Shri Kanungo, known for his drive, was a Minister for a long time. I am sure now that he has taken over this very difficult portfolio, things will brighten up. Along with him, he has the Chairman of the Indian Airlines Corporation, Shri Shankar, very well known as an ICS officer, and as Secretary to Sardar Patel. With his assistance, I am sure, the Minister can see to it that the criticism that is being levelled against this department will soon disappear like the mist of a morning.

Airways are Judged on safety. In a vast country like India, let us ask ourselves one question: how many accidents have we had? I would say, only three within the last year or so, I am only demonstrating to you that when you condemn the airlines, you must also take into consideration how they have fared throughout their work. I do feel that in spite of their shortcomings, they have served the country very well. May I refer to some figures? In 1946, there were only a lakh of people that travelled by air. In 1964, 13 lakhs travelled by the scheduled flights. That in itself is a compliment to this department and safety in air travel is the biggest compliment. So, I say they have done well in spite of the handicaps that they have.

For instance, Air India pay their staff double and treble the amount that Indian Airlines is able to pay, and yet the Indian Airlines officers and staff have been carrying on their duties faithfully and to the best of their ability. I will come to their shortcomings.

It is true that we are short of trained pilots. It is essential that we have more training grounds, more flying clubs. At the moment there are only 82 aerodromes, big and small, in this country. We must try, in a big country like this, to have very many more, in fact hundreds of aerodromes and flying clubs. Thus we should be producing more pilots, and finally they would go through the test and we will have trained pilots.

In recent months the pilots struck work, and it was the cry all over, but let us look at their complaints. They had to do the same amount of work as Air India pilots were doing. They had the same responsibility of taking passengers from one place to another. but their salaries were far less than what Air India gave.

I would like, at the same time to say that Air India has a record that many would be envious of. I have travelled a lot, I hardly use a train nowadays. I have travelled in foreign countries. So, I know that foreigners are more keen on travelling by Air India than by other air liners.

13.43 hrs.

श्री हुकम चन्द कछवाय : मैं आपकी व्यवस्था चाहता हूं कि इस समय हाउस में कोरम नहीं है ।

Mr. Deputy-Speaker: The bell is being rung. . . . Now there is quorum. This is the second time of the bell had to be rung within a short time. Immediately a Member begins, Members walk out. It is a very sorry state of affairs. Members should keep the quorum.

Maharajkumar Vijaya Ananda: May I continue?

Shri Ravindra Varma (Thiruvella): You can complete your over.

Maharajkumar Vijaya Ananda: I have many overs to bowl.

Then I come to foreign tourists, because our foreign exchange earning from them is the fifth in the list. So, naturally our aim should be to give all comforts to foreign tourists. I know the country's policy is Prohibition, but I have a suggestion to make I have often found that foreign tourists who land in Bombay and other cities would like straightaway to go to the bar to have a drink. While not going against the policy of prohibition, I would suggest that if a foreign tourist produces a ticket that he has just arrived, he should be permitted to go to the bar to have a drink, because this is one of the things that a foreign tourist feels in this country. He comes here to spend his money, to see the country, and also not to go thirsty. I say this because I have often heard foreign tourists making this complaint.

Since my time is very limited, I would like to make some suggestions now. At Palam the aircraft are at such a distance that it is quite a problem for old people like me to get there quickly and board the plane. It is also a fact that when a plane lands, it is air-conditioned, and the passenger has to go from the aircraft to their building which is two furlongs away. I do not know why this is being continued, because I have seen that VIP planes come close, and they have to walk only 20 or 25 yards. The reason is perhaps that the roar of jet planes may cause a rumbling in the building and smash the glasses, but I have found Caravelle planes going quite close. In Madras the planes are only about 30 yards from the building. So, in Delhi why should passengers be made to go all that distance? In Europe, you may know, if a plane has to be landed at a distance, they make immediate arrangements so that the passengers are brought over to the building in two minutes. There is a trailor-like machine with very comfortable seats in it for all conditions, whether there is rain or sun, and the passengers are brought there. I think this could be easily attended to by the hon. Minister.

I would request the hon. Minister to visit the toilet at Palam. It is an international airport, and I think that a toilet room of the type that we have there is not worthy of the capital of India. If anything, Safdarjung has a better toilet.

I would like to suggest a regular service between Vishakapatnam, Calcutta, Madras and Hyderabad—a daily service. It may be said that it would be a loss to Government. Well, there are so many things that Government loses on, so many other things Government makes up on. So, why not subsidise it. After all, it is a sea port of very great importance. Even if the passenger traffic is not A-1, it would brighten up, and the fact that it would link Calcutta and Madras and Hyderabad is very important.

I made a suggestion when Shri Mohiuddin was in charge that when your planes go to Banaras and come from Banaras to Calcutta, they could fly over the city of Banaras. On two or three occasions I sent my card to the pilot, and when he knew that I was Vizzy, a humble commentator, he straightaway obliged, with the result we flew over the sacred Ganga and Kasi. And believe me the passengers show very keen interest to see that beautiful scene. I suggested this to Shri Mohiuddin before. I do not

[Maharajkumar Vijaya Ananda]

know whether that has been recorded. It does not cost the Government anything. When we fly from Agra, the pilot himself says, "To my left you see the Taj Mahal". Similarly it can be done in Banaras because that is a city where most tourists go. This can easily be done. Two planes that come from Calcutta can fly over Banaras, instead of Babalpur and while flying over the city, the tourists would have the benefit of seeing that beautiful city.

About the Air India I would like to say that that glorious line could have a round the world service as the BOAC, TWA and the PANAM have. Wherever the Air India have gone they had have bringing credit and a good reputation and it is the envy of many airlines. It goes to the credit of India.

I want to say by way of suggestion: why not combine these two and bring them together. If there are shortcomings in the airlines department, they may combine and there would be greater efficiency. I am not holding a brief for any body, believe me. But I do not believe in this old slogan: give a dog a bad name and hang him. I want to give a fair chance to the people. I think that we have done very well, inspite of all that had been said. I say that the Indian Airlines have done exceedingly well. The accidents had been very small in number and I also think that they will benefit by the suggestions made by the Judge in Khosla report. At the same time I would plead for the airlines people, airline staff who are under-paid considering the work they do; in comparison to Air India they do the same amount of work. They are also responsible for the safety of the passengers. I see no reason why the Government does not consider to bring them to the level of the payscale of Air India. I dare say it would be a big amount. I also think that probably the Minister would say that it is due to lack of finance that they are unable to do it; because there is the Finance Ministry. That is the old story. Whenever one is not particular of one thing, one hears of that. I do plead on behalf of the Indian Airlines that they had not been given a fair deal. Let they have done a very good job.

Yesterday, I heard that they were going to dispose of the Dakotas. It has been a very good friend of India. In its place they are going to have some plane called Avro. I beg of the Minister not to have this because it is one of the discarded planes of the Defence Ministry. We should not be asked to take a machine that is not usable by the Defence Ministry; if such a machine is put on our flights, it might result in accidents; it is not safe. It will be better to stick to our old friend Dakota and have it reconditioned, if necessary and also import foreign parts so that they are usable again.

I will conclude in a minute, Sir. I have to say one thing, not by way of complaint. I was once travelling from here to Madras. I had already brought it to the notice of the hon. Minister. We were in a Viscount and we flew for about an hour but then we flew back again; by the time of our flight back, we were dozing but then the lights went on and we were back in Delhi. We liked to know why but no reasons were assigned. I do not mind that. What I mean to say is this. Immediately a plane is found unserviceable or something happens and it has got to come back to the base, arrangements should be made straightaway for the passenger to be given transport. In Europe when a plane is found unserviceable or whatever reason it is, if a plane is not flown, the passengers are actually taken and put up in a hotel; hotel accommodation is given to the passenger; they are kept in the hotel and brought back when necessary. These are small things which the Indian Airlines could do and take away all these so-called deficiencies which are very

few in comparison to the good things that they have done.

Shri Joachim Alva (Kanara): Sir, two Highnesses have spoken, the Maharaja of Baroda and my esteemed friend, Maharajkumar Vijaya Ananda. It is rather difficult to follow them. There are many things for which one could say ji, Huzur. But there is another class of ji Huzurs which had been completely neglected by this House and by the speakers except by my friend Mr. Daji. I mean the people who are working around our airports and the poor employees of the civil aviation department. Nobody bothers about them. I go and ask them when I meet them: what about your work? Are you given your quarters by the Government? Where do your children study? And so on. We have not got the rich experience either of the Maharaj of Baroda or of Vizianagaram as we cannot afford to go in aeroplanes as they do. When we travel, we go to these employees. For instance, I have gone and asked these poor employees in the railways who clean the latrines about their conditions. They do not take any baksheesh anymore except when the whiteman wants to give something to them. There is a great change in the Indian Railways in the sense that all the menials do not take any baksheesh. I told last time that I sat in the engine along with the engine drivers on all the trunk routes. I have also sat in the cock pits of the Russian, American, British and the Indian aeroplanes. It is only the Chinese who refused when I wanted to do so. The Russians refused to take me at first but later on they took me to the cockpit. I sat in these places to understand the problems of the air pilots. The officers have no time; they should actually do so to understand this difficulties. Perhaps the Ministers have not much time. Whatever it is, unless we take care of these people who wheel the wheels of our machines right from the bottom, we have no right to sit here and sanction enormous amounts of money. The chowkidars have got to work all the time. Take any ICS officer when you phone him; people say that he has gone on tour or he has gone to the conference here and there. But the poor chowkidar must stay and must work all the hours on all the days. This is an abominable state of affairs. The civil aviation department and the Minister must come here and tell the House next time that all these people are getting their usual rest hours. The children of these poor employees have no schools. What is the position of children of employees who are working 14 to 15 miles out? My hon. friend the Maharajah of Vizianagram told us that he found it difficult to get to the plane from the air terminal or port. Young or old, any time, we find it difficult. But what about these poor people? Has any body asked about the implementation of the recmmendations of the workshop committee, stores committee and the uniforms committee? I want the reduction of working hours for chowkidars to 48 hours a week from the present 72 hours. Would we like our sons and daughters to work like that, if tomorrow my son were to be sepoy tomorrow, how many hours will he have to work? Incidentally, my son had trekked from Amritsar to London and he came back scrubbing a German ship. When he came and saw the kitchen in the Indian Railways, he was horrified and he said that the kitchen in the German ship was very clean. It was brought to the notice of the Railways and thereafter the kitchens are better now. What do the officers do about it? I want to know how the present Chairman has been made the chairman of the Indian Airlines Corporation? The Ministry has not taken into consideration the recommendations of the Estimates Committee. We do not want any more ICS people to be the chairman of any of our public utility concerns. We want the technical people below to come up. Dr. Bhabha is the Chairman of the Atomic Energy Commission and not the Secretary of the Ministry. He

[Shri Joachim Alva]

would have had to resign as Chairman of that Commission if he became the Secretary to the Ministry. We cannot have these things combined. Mr. J. R. D. Tata has been a wonderful chairman, a man of great nobility of character and calibre. At the age of 60, he went abroad a plane and flew it from Karachi to Bombay. I was the only M.P. there when he alighted at Juhu airport. He was not a filmstar and there were no lakhs of people. He has shown by his example, though he is past 60, that he could fly an aeroplane at the cost of his life. It is a fine example. We want people of that type. We need neither officers or ministers who could not by their example show to their employees how they should do things.

Now, Sir revision of overtime rates for chowkidars.....

14 hrs.

श्री हुकम चन्द कछवाय : उपाध्यक्ष महोदय, हाउस में कोरम नहीं ।

Mr. Deputy-Speaker: The bell is being rung. . . . Now there is quorum. The hon. Member may continue.

Shri Joachim Alva: Revision of overtime rates for Chowkidars and sweepers at the rates applicable to others, promotion by seniority to 50 per cent of supervisory posts, laying of yard -stick and creation of additional posts of senior clerks, Head-clerks, Superintendents, ministerial staff etc, nine effective nolidays to operational staff as is given in the P. & T. Department—these people seem to work all the 365 days—these are some of the important problems which the Ministry should look into and take necessary action.

The Civil Aviation Department provides Air Traffic Control, Radio Aid to Navigation, communication service and other ground control facilities at the various airports. The staff of the department are mostly technical and operational. How do we look after these people? 12 airports have been selected for granting school-going children of the operational staff transport facilities for going to the school. But, is it being fulfilled? What is being actually done in practice? It is pending with the Government for the past three years.

The M. T. drivers and telephone operators perform similar or even more arduous duties than their counter-parts in other departments. But their scales of pay are less than that of their counterparts. These people must be paid at least the same amount of salary, though not more. The chowkidars in Civil Aviation department do not only perform 54 hours' duty but 75 hours' duty a week. The operational staff of the P. & T. department have been given nine effective holidays in a year including three national holidays. In spite of repeated promises, the Civil Aviation Department staff have not been given these holidays. They are at present working on all the 365 days in a year. They are not also given weekly off. These are the oppressive difficulties under which the lower rungs of the staff are working. We have no right to increase the salaries of top brass—the pilots etc.—to three figures or four figures as long as we don't consider the scales of pay of employees lower down below. Incidentally, . . .

श्री हुकम चन्द कछवाय : उपाध्यक्ष महोदय, मैं आपकी व्यवस्था चाहता हूं । यहां पर कैबिनेट स्तर का कोई मंत्री नहीं है जबकि इसके बारे में अध्यक्ष महोदय का निर्णय है ।

उपाध्यक्ष महोदय : इसके मंत्री हैं ।

श्री जोकीम आल्वा : क्या माननीय सदस्य पार्लियामेंट के नियम जानते हैं । मिनिस्टर साहब हैं ।

Mr. Deputy-Speaker: The hon. Member may proceed.

Shri Joachim Alva: I would like to say a word about the Indian Airlines crew. They have done a good job indeed. They are a very efficient body of workers. Their last General Manager, who has been recently taken over by the IAF, is one of the most honest men and a man of highest integrity. I will not name him. We are not allowed by the rules here to name the people. But he has gone to a high-ranking position in the IAF. He did excellent work during the tenure of his office and he placed the IAC on a sound footing. He solved many difficulties in the wrking of the I.A.C. The present general Manager has also been a pilot. We would like these technical people to take over the technical departments. India has not yet got into the age of technocrats. The technical people will have to take over the management of technical departments so that the lay-men cannot question them in the day to day administration except when they commit a major blunder. I would like to pay my tribute to these people who have been doing excellent work—the pilots and all other people—in spite of the many difficulties they have to undergo. The pilots have told me that they have rigid eye tests every three months or six months. What are they to do if they fail in these tests? If one is out of the job, what is he expected to do? We don't look into their housing problems, the problem of their children's education, etc. These are the problems these technical, operational and airport staff are facing. We have to look into them and settle them with human sympathy. Unless we do this, the pilots may try to blackmail us. The pilots in the IAF are doing their duty irrespective of these drawbacks. The pilots of the IAC and also the Air-India should not blackmail us and they must do their duty. We must also look into the privileges and the amenities which they want to have. My friend Shri Mahida mentioned Kabli. Mr. Kabli was the first pilot who flew from London to India. Who remembers him now? He is the pioneer in this field, whom we have forgotten. What do we do for the pilots who die at the posts of their duty?

In regard to the hostesses, I do not know who makes the selection.

Shri Harish Chandra Mathur (Jalore): Not you.

Shri Joachim Alva: These Air-hostesses must be put to a very severe test in regard to their voices. They must be able to speak on the Radio or on the loud-speaker. The loud-speaker on a plane is the most important instrument in times of crisis. Their accent must be clear. They should also be given training in movements. They should be walking here and there and not remain like statues. We have done away with the male attendants and the female hostess is supposed to be a comfort and help to the passengers in times of distress. You know this is a psychological thing.

In regard to food, the IAC is not doing anything effective. Nothing is taken care of about vegetarian food. The vegetarian passenger is not getting what he wants and what he deserves. Secondly, the charges in the restaurants in the airports in Calcutta, Hyderabad or Bombay are all very high. The vegetarian food supplied is horrible. We have the best hotels down in Bangalore and Madras—Dasaprakash and Woodlands. You get excellent food—vegetarian food—there. For a cup of tea in our airport restaurants you have to pay 12 annas.

Shri Muthyal Rao (Mahbubnagar): One rupee.

Shri Joachim Alva: Yes. I agree with the hon. Member. After pay-

[Shri Joachim Alva]

ing a rupee also, the quality of the tea is very poor. A foreigner, for instance, throws away ten rupees for a meal. Does he get double helping? No. The quality is also poor. What will a foreigner think of us even in the very beginning of his entry into our country? During flights also everything is very poor. These are the things which we must set right. We must take care of these small problems. I am told that Pakistan Airlines, in regard to food, look after the passenger very well. The Italian Airlines, KLM, Alitalia, and the British and the US Airlines are attracting their passengers by serving excellent food. The Ministry has to look into these vital problems.

Both Air-India and the IAC have done a good job in regard to profits. The Combined operating revenue in 1963-64 was Rs. 4,618·79 lakhs—Rs. 2,680·97 lakhs by Air-India and Rs. 1,937·82 lakhs by the IAC. The British Minister, Mr. Roy Jenkis had to announce in the House of Commons the decision to write off BOAC's £80 million debts and set up a reserve contingency fund of £30 million. Now PAN I am not in touch with other international airlines, like American, TWA or BOAC. But there was a demand for substantial reduction in air fares by these airlines a few years ago. They all moved that international body, IATA. I want to know why Air India, or, the Indian Airlines especially, goes on increasing the fares which the poor Indian cannot afford to pay. What about the passenger fares here? Who pays? Who pays the money? When Government officials have to fly, the Government pays the money. If I go on business of Parliament, Parliament pays the Money. Most of the business executives fly at the expense of their firms. But what about the poor man? Can the poor man afford to pay the huge fares? No. The Government are doing nothing for him.

Let us look at what Australia is doing. They have got the Flying Doctor scheme. Since the Deputy-Speaker has rung the bell, I will have to be fast. In Australia, they have the Flying Doctor scheme. The patients are attended to by the aeroplane authorities even while flying. They are years ahead of us. Myself and Shri Mathur who were members of the Business Air Advisory Committee, while in Australia, saw the magnificent office of the Quantas. We have not got such a magnificent office like that. Australia, which has only about 11 million population, runs first-class air services internally and externally, which is the pride of that nation.

Here, what do we do? We do not revise our fares which go on increasing. We do not give amenities. We cannot continue to be so. However, this year, it must be said to the credit af the Indian Airlines that they have earned the highest profits ever. Also, they have put up the Caravelle successfully and manned it quickly both on the ground and while in operation. We must pay a tribute to that great patriotic gentleman who was the General Manager in the organisation, who was formerly in the Indian Air Force, for having achieved this. He manned the Caravelle successfully and put it quickly in service. They have done a very fine job. We want more such men; we want more such planes and more passengers too. So, I was saying that the revenue has increased this year. Furthermore, for the first time, a jet-size, Vampire jet aircraft has been introduced on the domestic route. That is also a great achievement.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri Joachim Alva: Sir, I want five minutes more. Once a year I speak on this subject. I want to

plead the cause of the poor passengers. Two great Maharajahs have spoken but they have said nothing about the poor. I have referred to the poor, and to the need for revising the fares. I want to refer now to the Concorde plane. The Air India Corporation has booked orders for Concorde. It costs $300, million and no American company can afford to build it except with Government funds. The British Government may not now encourage it at all. The recent trends are like that. But we have already placed an order for them. I would request that we should go in for more Viscounts and other planes.

I am sorry that my hon. friend The Maharajkumar of Vizianagar, for whom I have the highest regard, was not present when the debate on the Demands for Grants under the Ministry of Defence took place the other day. The Defence Minister said that Avro has been bought by the RAF. Now, that is big feather in our cap. The RAF, the home of planes, is buying the Avros. The great British race, the military great pioneers in aviation, buy Avros. Therefore, we must know that what is good for them, for Britain, is certainly good for us. We must certainly patronise our planes. We can certainly have a smaller vessel and eat at house our kanji than go out to eat in a big hotel. The Avro has been an achievement. Money or no money, we must patronise our own planes and build our own planes. Other people may be interested in other planes and there are people who live on foreign exchange earnings as commission in foreign countries, where the planes are bought and sold. But we must buy our own planes and put them quickly into service.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri Joachim Alva: I want to say a few words about aeronautical research. I am sorry to say that nothing is being done in that respect. Take Germany for instance. Germany could not do any aeronautical research after the end of the war; for ten years they closed up their shops. Now, within ten years after that, from 1950, they have made vast strides in aeronautical research. To my knowledge, we have made only one wind tunnel through our aeronautical research. The German have got, in these ten years, 15 wind tunnels for low speed and 13 wind tunnels for high speed, totalling 28 wind tunnels.

Therefore, it is time that the Indian Airlines and Air India set apart certain amounts of money for aeronautical research. Without such research, we cannot make any headway. This is very essential. We are spending money and we think that we have done a big job. It is quite right, but I think aeronautical research has to go on all the time and that has to be fitted in with the general scheme of our aviation. But we have done precious little in that direction. We should take an example from Germany in that respect.

As a matter of fact, I drew the attention of Dr. Bhabha, the Chairman of the Atomic Energy Commission to the need for space research. The Germans have been spending enormous sums on space research. We would also like to do something in that direction. We have spent some money on space research but that is not enough. The big capitalists are spending huge amounts and some of that money should be diverted to space research. Thousands of rupees have been spent by the capitalists, and some of the money should be diverted towards the research. Unless we find some money, some legitimate amount of money and utilise it for aeronautical research and give the highest priority for research in the problems of aviation and civil aviation, which is the right and the left

[Shri Joachim Alva]

arm of our security and safety, we shall have no future.

Shri V. B. Gandhi (Bombay Central South): Mr. Deputy-Speaker, Sir, we see that there has been a reorganisation in the Transport Ministry and that, as a result, civil aviation has been separated from the Transport Ministry and has been placed in charge of an experienced Minister like Shri Kanungo. That is a recognition of the growing importance of civil aviation in this country. We can easily see the scope and the variety of the functions that Civil Aviation has to take care of from the list of line subjects that is given in the report.

The first function in this list deals with the meteorological organisation. This meteorological organisation has to perform a very important function. It is not right to underestimate its importance as Shri Daji, speaking earlier, rather lightheartedly referred to it as a function of giving weather reports which are more often wrong than right. This meteorological organisation is one on which both civil and military aviation have to depend for their safety. Mercantile and naval shipping have also to depend on this organisation. It keeps ionospheric data up-to-date; it conducts research in astro-physics, stellar physics and in rocket and satellite meteorology. This is a very important department and we ought to do all we can to see that it is allowed to function to its full usefulness.

In the matter of air services, we have these two corporations: the Air India and the Indian Airlines Corporation. They are both doing exceeding well, both operationally and financially. I thought we could have had some more acknowledgement of the fine work that they are doing in this House than we have had so far. We should note that actually these two organisations are earning surpluses. They are earning profits and are declaring dividends and in many ways making progress in the right direction.

Now, Sir, we see that actually the Air-India has been able to repay the loans that it borrowed from the World Bank and from commercial banks in the United States for financing the purchase of 7 Boeings. Actually, so far, something like 17.45 million dollars have been repaid. Now, that is a performance which deserves some recognition. The Air-India has been paying dividends. The dividend paid so far is at the rate of 5 per cent. Now, this is particularly praise-worthy, in view of the fact that in the case of Air-India, it is operating in the face of some fierce international competition. Both the corporations have been paying back to the Government some of their loans and paying regularly interest at the rate of 4½ per cent. Actually, the Air-India paid something like Rs. 60.34 lakh. The I.A.C. also is doing equally well. I thought that I mentioned too often only the case of Air-India. The IAC also are doing well in spite of the fact that they have been suffering from the effects of Government's taxation policy in making fuel very costly for them. And yet, they have been earning surpluses, and taking them to reserves which they are building up at a very good rate.

These two corporation have also been very good dollar earners. The Air-India last year earned as much as Rs. 5.9 crores and the Indian Airlines Corporation earned Rs. 3 crores. We ought to do all we can to promote the tourist traffic in India and attract as many more tourists as we can.

श्री हुकम चन्द कछवाय : उपाध्यक्ष महोदय, हाउस में इस समय कोरम नहीं है ।

Mr. Deputy-Speaker: The quorum bell is being rung—Yes, now there is quorum. Please go on, Mr. Gandhi.

Shri V. B. Gandhi: The Air-India has recently been able to secure the

right of daily flights over the Atlantic. Now, this is a good gain, in as much as it is going to make the working of the flights more economical. In the past, of course, these flights were permitted only during the season times and season months and not in the off-season months. We also see that the Delhi-Moscow service has increased from once a week to twice a week and also that the service has been extended beyond Moscow, to London. This fact, of this new service being extended to London, makes that through flight the fastest service between Delhi and London. That is the fastest flight of all the services in the world.

Now, it is also something which we ought to acknowledge, that these two corporations have been thinking in terms of future progress. It is considered that the need of the future will be at least to have one new aircraft every year, until 1970. In view of the fact that trafficwise the future of air flights is bright, we ought to see that our corporations get new kind of aircraft and that we have new and sufficient number of aerodromes in this country.

Now, I will just say one word about something which Shrimati Yashoda Reddy had to say that is about the time schedule and about the timings of these flights. She spoke about the schedule of timings of these flights. I may inform her about this. I happen to know something about it because of my association as a Member of the Indian Airlines Advisory Committee. Very considerable thought is given to it and certainly it is not just a matter of cussedness on the part of the I.A.C. or any inattention to the needs and convenience of the passengers.

Shrimati Yashoda Reddy (Kurnool): Why early timings in winter and afternoon hours in summer?

Shri V. B. Gandhi: There are other considerations which cannot be neglected. These are the considerations.

Shri Shinkre (Marmagoa): She is very much against the sun.

Shri V. B. Gandhi: The considerations are the availability of aircraft and the need to have full utilisation of the service between certain points.

Mr. Deputy-Speaker: Please finish.

Shri V. B. Gandhi: We have only a limited number of aircraft available in the country. It is also good to see that the Maharaja of Baroda had to make certain observations. We appreciate his observations and are also glad to see that he is a very shrewd observer. After all we should be satisfied if the quality of food that is served by the Airlines Corporations India is comparable to that served in other similar international services.

Shri Daji: Why don't you leave some points to be defended by the Minister? Let the Minister do the job.

Shri Rasumatari (Goalpara): Mr. Deputy-Speaker, Sir, transport and communication has been recently reorganised and civil aviation has been placed exclusively under one Minister. Since independence our air service has become very popular. Nowadays, with the sense of understanding the value of time, people like to travel by air. Therefore, the amenities that have been referred to by many hon. speakers here have to be considered.

Sir, I shall confine myself to two subjects, one is Air India and the other is the IAC. It was Air India International previously, and now it is Air India which connects us with a number of foreign countries. I had the privilege of going abroad by Air India and I was proud to see and hear about the services of our crew, air hostesses and the other staff. We were also proud to hear international passengers referring to this by saying "we thought that India was a backward country and did not know how to maintain the standards and all that, but compared to our crew and air

[Shri Basumatari]

hostesses and other staff we do not find any difference, rather, it is better'. So I pay my tribute to the staff serving in the foreign countries.

After having said this I wish to say that I had the privilege also of flying on the domestic flights in the other countries. And there, of course, I found that there was little difference in their international services, air hostesses and staff therein as compared to their domestic services. But coming to our own country, if we compare the domestic services in our country with those with the international services, they are far below the standard.

The first thing I would like to submit to the hon. Minister is that the facilities, houses and other amenities that they are giving to the staff in the other countries are, to their mind, not at all satisfactory. So we have to consider what is the standard of our country keeping also in view the standard of other countries, in this respect.

My hon. friend Mr. Alva was saying that compared to the position in other countries, air travel is not possible for the poor people, because of the economic condition in our country. The rate of fare is also being increased day by day. I fully endorse his view on this point. But my submission is only this that while people have become very air-minded and there being no other way than to go only by air to some areas in our country like Assam and other places, the provision for the necessary amenities has to be considered.

Some hon. Members referred to the food served in air, that it is not good and so on. On distant routes, for instance from Delhi to Calcutta, I have no complaint to make. But with regard to short distances as from Calcutta to Gauhati or Jorhat to Berubari, compared to others it is very, very poor and below standard. So I would request the hon. Minister and also the officers of this department who are well known for efficiency and who have a very high reputation that they may consider this thing also.

Another point referred to by my hon. friend Mr. Alva was about the air hostesses and stewards. There I have a little complaint. The air hostesses should be presentable and should not be stiff on the flight with the passengers. In the limited area of air the passengers want a litlte comfort, not actually comfort but a little recreation. So if they ask for water or something and if the stewards and air hostesses behave in a stiff manner without proper response, naturally the passengers get annoyed. I heard a complaint from an international passenger also. You know, I have to travel constantly by air to Assam and so I meet many foreign passengers. In the course of their discussion they also make a complaint in so far as their dealings are concerned. I therefore request our hon. Minister to look into it.

My hon. friend Mr. Gandhi was referring to the fact that we have earned lakhs and that the dividend is very encouraging. I have no complaint on this; rather it is encouraging and appreciable. But we could have earned more if we had taken it purely with as a commercial outlook. Of course it is a commercial concern; but the staff working at the different aerodromes and air stations do not feel that it is a commercial concern. Our hon. Minister, everybody knows, is a very nice person and at the same time a man who has no bureaucratic outlook at all in this behaviour, etc. So I want that the staff also should not be bureaucratic-minded, they should be very cordial and should behave in the manner of a common man and nicely with the passengers.

Coming to revenue, we are not able to earn so much, and that is because many times a number of seats go vacant. And the reason given is that

the aircraft were overloaded with cargo and therefore they could not accommodate the passengers. But that is not the fact always. I do not like to complain, and I am the last man to speak about corruption; but if you go into it there is no other alternative than referring to it as corruption. Because I understand that sometimes to release a seat it can be done only on payment of some amount. Therefore they should be very, very careful.

Then I wish to say something with reference to Assam. There was an air service from Gauhati to Silchar. That has been stopped. If you go from Gauhati to Silchar it takes about two days by train, and so naturally people like to go by air. The hon. Minister should therefore consider the difficulty and reintroduce this flight from Gauhati to Silchar, and Silchar to Manipur.

You know that the non-scheduled operators are earning very nicely. And if you examine their dividends, compared to Corporations their earnings are more. This is because the crew and everybody working in those non-scheduled lines think on commercial lines: they try to take more passenger and carry more cargo. You know the Kalinga Airlines which have been operating on the work of food dropping to NEFA, Nagaland and Mizo Hills. So far as my knowledge goes, it is a very much earning concern. Therefore I do not understand why such an earning concern is not taken over by the Indian Airlines Corporation. I hope that they will consider it. I have nothing to say against the non-scheduled operators, but I have made the suggestion in consideration of the revenue of the Corporation and the Government.

Another point, about the terminal buildings. . . .

श्री ओंकार लाल बेरवा (कोटा) : उपाध्यक्ष महोदय, कोरम नहीं है ।

Mr. Deputy-Speaker: The bell is being rung—Now there is quorum. The hon. Member may continue.

Shri Basumatari: Due to transport bottleneck in Assam, air travel is very popular and the number of air passengers has increased like anything. But the terminal buildings are so small that they cannot accommodate the passengers in the lounges. They have to stand all the time. Now we have introduced tourism also in Assam and it attracts tourists from a number of foreign countries. These foreign tourists find great difficulty. Sometimes when they come to know that we are Members of Parliament, they approach us and ask why there is no sitting accommodation.

The counter in Gauhati aerodrome is too small and passengers find it difficult to get their tickets checked. Sometimes it so happens that the plane takes off and the tickets could not be checked. I hope the hon. Minister will consider these points and enlarge the terminal buildings at Gauhati, Jorhat and Mohanbari.

There are some places where air strips have not been introduced. I request the hon. Minister to have an air strip in Mizo Hills. Mention is made about 16 flying clubs which have been introduced by this Corporation. Assam was also one of them, but I find that it is not there in the list now. I request the hon. Minister to reintroduce it. Of course, it is the public who have to run it. But the public should be encouraged by Government. Assam is a poor State and unless Government come forward to help, the people will be deprived of these flying clubs. I hope Government will look into this matter also.

Shri Harish Chandra Mathur: Sir, possibly being the last speaker on this ministry's demands, I would like to do the more pleasant part of my duty first. While I cease to be on the advisory committee of Air India, I wish to pay my sincere compliments to Air India for their most commenda-

[Shri Harish Chandra Mathur]

ble performance, for the perfect clientale satisfaction on the one hand and high profitability on the other. It has started giving us about Rs. 4 crores a year. What needs to be recognised is this. The image of our country which it has projected abroad and the prestige which this service has gained for itself should be a cause for satisfaction and pride for us all.

I very much regret I cannot say the same about our civil aviation department and the Indian Airlines. Foreign dignitaries and tourists who come to this country find a devastating contfast as soon as they land at the airport in the amenities, or much better to say lack of amenities, and the treatment which they meet with here. So is their experience with the Indian Airlines when they get into inland traffic. Certain friends have referred to it in higher terms. It pains me to say that Indian Airlines have given no good account of themselves. It is one thing to say that they have this year earned a good profit. But what is their plan and programme? One fails to see it. If you read the entire report, you will not find that they have any plan or programme for expansion. On the other hand, as Mr. Daji pointed out, the services to Bhopal have been cancelled because of a little loss which was being incurred. They have cancelled the service to Jodhpur because of a little loss. If this is the approach of a monopoly service, one does not know how the country is going to develop and what is their mental approach and attitude in opening up the entire country.

The Railway Minister tells us their programme, what new lines they are going to open and which parts of the country they are going to open up. But there is a complete absence of this sort of thing in the Indian Airlines. I join with Mr. Daji in demanding that Bhopal should be on the air map of India. I say that equally strongly about Jodhpur. Jodhpur was one of the earliest places on the air map of India, as back as 1943 and the Maharaja of Jodhpur was the first Air Commander.

Shri Narendra Singh Mahida (Anand): Even earlier than that.

Shri Harish Chandra Mathur: The private airlines were running at a profit. But the Indian Airlines make a wrong plan; they do not know where to terminate. They do not consult the Rajasthan Government and the tourist department. They stop the service because of the loss of a few lakhs. If this is the developmental approach, God knows where we stand. In Yesterday's *Statesman* it is said:"

> "India's Air University at Jodhpur: Vice-Marshal P. C. Lal recently called at "India's University of the Air" rather than just a flying college; it was no overstatement."

Jodhpur is the sheat of a university; here there is also an integrated Bench of the High Court. But our friends have no place for it on the air map of India. I would like them to reconsider their entire attitude. It is not only a question of Bhopal or Jodhpur. I am glad to find in this report that for the first time they have provided about Rs. 1 crore so that certain developmental scheme may be taken up.

We feel badly let down by our pilots. As a matter of fact, this House will recall that on quite a large number of days, services were not running to the time. It pains me to say that our pilots have not only pitched their demands unreasonably high, but have acted in an irresponsible manner, showing scant courtesy for national interest. We want to treat them well, pay them well and respect them. But this can come only out of their own conduct. It will possibly surprise the House to know that we are already paying to our pilots much more than what we would pay to our best qualified engineer

after 30 years' service. They are paid even more than what the General Managers of the zonal railways are paid. Th General Managers controling such vast administration get less than what the pilots are getting. Still, the pilots are pitching their demands unreasonably high and they are not trying to serve the country. This is not the way. They cannot hold the country and the services to ransom and except sympathy and understanding from the House.

I would, therefore, appeal from the floor of this House to all these friends that they should think in the context of this country that we are ourselves on our side deeply anxious that our services are very well paid. My friend Shri Alva referred to that. What are you paying to the higher staff and to the lower staff? The pilots, because they happen to be in the strategic position have to be paid higher. Their pay structure has got to go together with the pay structure of the whole of our people. The people down below also have also to get the same satisfaction. They must have the pay structure based on the entire service of the Indian Airlines as a whole. I would, therefore appeal to them that they must adopt a reasonable attitude towards pilots.

Shri Narendra Singh Mahida: But where are the future pilots? There is a shortage now.

Shri Harish Chandra Mathur: Further, my strong complaint against this Ministry is that there is no proper planning in regard to personnel. This has put the Indian Airlines into this trouble. Air India depends entirely on the pilots which are available in the Indian Airlines. They have been negotiating for a year and a half for this purpose but they are not getting the requisite number of pilots and hence this trouble. What effect this has also has got to be understood.

I hope now that the hon. Minister is exclusively in charge of a Ministry, I don't think that he has got more than two hours' work and I hope he will put in his heart to this part of the work. Having got an ample time.

Why does he not devote his time and try to draw up a map of India—the air map of India—which he would like to give us by the end of the Third Plan or by the end of the Fourth Plan? Let the country know at least as to how we are going to develop our air services. This is a technological age and in this age to take an anti-diluvian attitude which they have taken now does not do good to the country and it does not give credit to this Ministry.

Now, I would like to refer to another point. As a matter of fact, you will observe that the entire attention of this House has been drawn only to Air Services. The hon. Minister is charged with another responsibility also. Before I pass on to that subject, I would agree with my hon. friend Shri Daji when he said that there should be no combination of the post of a Secretary and the Chairman of a Corporation except when there are very special circumstances and that too for a short time. Otherwise there is no justification for this. This is a clear verdict of this House almost because it has been accepted by the Estimates Committee and I may inform this House that this is also the view of the Committee on Public Undertakings. This view must be respected. To say that engineering or technical personnel must be given a preferential treatment is not good. Also to say that we should not have any I.C.S. Officer or we should not have any capable officer is wrong. On the other hand who is the person heading the Air India? It is headed by a Managing Director who is an I.C.S. Officer. It is presided over by Mr. Tata who is not a technical man.

Shri Joachim Alva: But he is the Chairman.

Shri Harish Chandra Mathur: So, let us not go by the Officers but let us go by the interest of the Corporation as to who is the best suited for this. One other point to which I would like to draw the attention of the hon. Minister is with regard to the responsibility of the Railway Inspectorate which he has completely forgotten. I may submit that the Railway Board was very anxious to take this up under its Wing and under its control. We resisted it stoutly because we wanted that the Railway Inspectorate must have an independent role to play. They must be independent of the control of the railways. It hurts me very much to see that in this Report whereas more than 28 pages are devoted to meteorological development, only one page (page 46) makes a scanty reference to the working of the Railway Inspectorate. The Railway Inspectorate is almost like the Auditor-General which is responsible for the efficiency of the railways so far as the safety of the passengers is concerned. They are the people who immediately go and make the first enquiry into the accidents that happen; they are the people who are responsible for the safety of the passengers. No new railwayline can be commissioned unless and until that is okayed by the Railway Inspectorate. They are the persons who are responsible for the safety of the passengers. I therefore charge this Ministry and the hon. Minister for being completely indifferent to this important assignment which has been given to them. They have given no information as to what steps they have taken regarding the safety of the passengers. They have mentioned only about 13 important accidents which were enquired into by the Inspectorate. What improvements they have suggested and what has been accepted by the Railway Board and what has not been accepted by them. This is just one page which forms part of a report. I very much regret to say—I repeat it—that since the hon. Minister has ample time—it would be rewarding—he should go into this particular organization under his control and give a life and status to it which it deserves.

The Minister of Civil Aviation (Shri Kanungo): Sir, with interruptions, 11 Members have participated in this debate. By and large compliments of the participating Members for the Air Services, i.e for the working of this Corporation, have been expressed. I am grateful to Shri Daji for putting extremely emphatically his own views. But, I am sorry that he had allowed his imagination to roam and he drew the inference that the Office of the Secretary and the Chairman being one is likely to endanger the saftey of aircraft and passengers.

Shri Joachim Alva: When there is an accident, he is the judge. He should be an impartial and an independent man. This is a very important aspect.

Shri Kanungo: I am going to speak on that. I know Mr. Alva has expressed his pleasure. When we are here—Mr. Alva forgets about that—Mr. Alva has objected to this from different grounds. Now he adds of course to this. But, I would like to explain first that it does not endanger the safety. On the contrary, it provides opportunities for providing precautionary actions which will not result in anticipation of any apprehension of unsafety. For example, I should say that the Secretary has absolutely nothing to do with the inspection and the organization of the inspection of the safety measures. It is the duty of the D.G.C.A.

Shri Daji: But he is subordinate to the Secretary.

Shri Kanungo: Mr. Daji is yet to know what is the relationship between the Officers.

Shri Daji: What do you mean by this?

15 hrs.

Shri Kanungo: Officers' duties are mentioned. D.G.C.A.'s duties and res-

ponsibilities are defined by Act. No one can suborn him in the exercise of his rights and discharge of responsibilities which are defined by law. No Minister or Secretary could suborn an officer who is charged with certain responsibilities by law. The point that I am trying to make out is this, that it does not endanger safety, as Shri Daji has tried to make out. I certainly concede that there can be two opinions about one person holding the offices of both Chairman and Secretary. It has been discussed in several committees and in the House and Government's policy has been explained in the House that this should not be the practice. But in the same statement it was mentioned that there might be circumstances when it should be done, and Government reserved the right to itself to say that this is an exception.

Shri Indrajit Gupta: What are those circumstances?

Shri Narendra Singh Mahida: So, is it a temporary arrangement?

Shri Kanungo: I submit that this is a case where that exception was applied by Government. The reasons are that right from the inception of the Corporation, the Chairman used to be the chief executive officer. Subsequently, a General Manager was appointed and he was the chief executive of the Corporation. At the present moment, I would ask hon. Members to recall the events in 1964. At that time, the conditions were not quite happy with the IAC and one of the reasons, to my mind, was that there had been too frequent change of General Managers and the last General Manager was withdrawn from the Corporation due to emergency and he went back to IAF. Then, all through, the Chairman had been part-time Chairman, except for a short spell. All the Chairmen had been part-time officers of Government, barring a period of less than two years when my hon. friend, Shri Satish Chandra, was the part-time Chairman. He wanted to be relieved of the responsibility because he could not afford to give that much time which was necessary to IAC. In those circumstances, the working of the Corporation being what it was, we thought it necessary that we should have Shri Shankar, who was the Secretary of the Ministry, as Chairman of the Corporation, because Shri Shankar was the Chairman for many years. His knowledge and experience of the subject and continuity of office was necessary to the Corporation and I may submit to the House that after a while the House will realise that our choice has been right and our decision has been right. It means that the exception which I have made was made after very careful consideration and I am confident that the results will be quite good. I have put it as emphatically as I could.

Shri Joachim Alva: You are flouting the recommendation of the Estimates Committee. You are defending the indefensible.

Shri Kanungo: Shri Alva, who had his opportunity to have his say, should not in his emotion disturb me when I am speaking.

During the last few months we had been taking extra care to tighten up the safety measures. Because, as one of the hon. Members has mentioned, the credit of an airline operator depends upon the safety factor and it is the responsibility of Government to see that the highest safety factors are undertaken. Usually, it is the responsibility of the operators, and in fact it is in their own interests, to see that the safety measures are fool-proof and are the best that could be undertaken. That is so all over the world. In fact, the IAC and a few non-scheduled operators who are operating aircraft here, in their own interests, they are naturally very careful to enforce safety measures for their aircraft, freight and passengers. Recently the IAC has increased its strength by the additon of a post for safety

[Shri Kanungo]

specifically. We are going to strengthen the staff of the DGCA so that more frequent and detailed inspection can be made. Further, there is a committee of engineers presided over by the DGCA, which is charged with the responsibility of suggesting rules and regulations which should go into the Act and others which can go into the directions to the operators to ensure the enforcement of precautionary safety measures. As one of the hon. Members has mentioned, I forget his name, considering the kilometers flown, our airlines have got a very good record of safety. I hope that record will be kept up and improved. Safety starts right from the stage of licensing of aircrafts and persons who are to run them.

Shri Daji mentioned that lately the examination terms have been slackened and he apprehended that it is likely to result in sub-standard crew being made available to the operators. It is true that some changes have been brought about in the examination system a year back but they have made it more strict. Instead of writing general essays on a few subjects now the students have to answer questions of a specific nature, testing their technical knowledge. If anything, the examinations have been stiffened. At any rate, our standards of licensing crew is far above the international standard. It means that we expect better capacity and performance from a person who offers himself as an air crew than is insisted upon elsewhere.

Shri Daji: What about the Khosla Committee Report? Have you enforced it?

Shri Kanungo: Shri Daji in his speech asked: where are the reports? Whenever any report is submitted to the House, along with the decision of the Government it is always laid on the Table of the House, including the one which Shri Daji in his enthusiasm said has never been published.

Shri Daji: About Khosla Committee Report I had said that their recommendations were not implemented. The report is in the library and I have read it. I have said so. There is no secrecy about it.

Shri Kanungo: He said that the Pathankot crash report has not been laid on the Table of the House.

Shri Daji: No, no.

Shri Kanungo: Please look at the records. I submit that all the reports have been placed on the Table of the House with the resolution of Government. As far as the recommendations in those reports are concerned, about which questions have been asked, steps have been taken to implement those recommendations, except I suppose—I am speaking from memory—in the case of the Agra Accident enquiry committee report, where, out of the 8 recommendations which were made by Shri Khosla, five have already been implemented, and the other three recommendations are in the process of implementation.

Shri Daji: After two years, three still remain!

Shri C. K. Bhattacharyya (Raiganj): Shri Daji is vociferous in the beginning but becomes quiet in the end. That is what happens.

Shri Indrajit Gupta (Calcutta South West): Would you like him to be vociferous all the time?

Shri Kanungo: I think that these angry young men do improve literature. That is the current thinking.

Shri Daji: They also improve the Minister.

Shri Kanungo: I believe so. I agree with you. I thank him for that, but I would like him to be a little more accurate about his facts.

Shri Mathur criticized the Government for the failure of the Corporations or at least of the Government to

plan the expansion of the air services in the country. I would like to recall that within the last ten years there have been phenomenal changes in aviation.

Shri Shinkre: In the world.

Shri Kanungo: I cannot catch you and you cannot catch me. There have been phenomenal changes in aviation and the result has been that most of the airports which we had inherited as a legacy of the last war are not fit for the newer types of aircraft.

Shri Fatehsinhrao Gaekwad (Baroda): That is why you are going in for Avro-748.

Shri Kanungo: As somebody has mentioned, Avro-748 is one of the finest aircraft of that class. I am mentioning that the Caravelles were never conceived of when the airports in India were built.

Shri P. C. Borooah (Sibsagar): You are now sending Caravelles everywhere.

Shri Kanungo: As far as Shri Borooah is concerned, I can tell him that I am hoping to send a Caravelle service to Gauhati in the winter schedule.

Shri Daji: Very good; come out with it.

Shri Kanungo: Provided that....

Shri Basumatari: No provisions.

Shri Kanungo: Provided that it offers full load.

Shri Basumatari: We will give you full load.

Shri Kanungo: Therefore, to make the major airports fit for the latest type of aircraft is an expensive job. I am told that just to build a modern airport costs nothing less than Rs. 1 crores, may be more.

Shri Joachim Alva: Most of them are very badly built.

Shri Kanungo: I wish, Shri Alva would be able to find out the resources where 82 airports can be built according to his specifications.

Shri Joachim Alva: Bangalore, Cochin-none of them.

Shri Kanungo: I perfectly agree that most of the airports in India are not as they should be; but I must mention that we have to remember the limitations of our resources. I believe, the House will agree that the first priority has got to go in the building of international airorts where international traffic is handled. You will remember, Sir, that Palam in New Delhi is one of the major airports which handles a large amount of international traffic. Calcutta is the airport which handles the largest amount of traffic; yet, Calcutta has got the sorriest terminal building. The new building is being built.

Shri Indrajit Gupta: The windows have been blown away by the blast of the jets. The Caravelle blast has smashed the window.

Shri Kanungo: I believe, the new terminal building is almost coming to a completion and, I am told, it will be available by next year.

Shri Daji: He is talking of the new building the windows of which have been blown away by the jet explosion.

Shri Indrajit Gupta: The windows of the new lounge at Dum Dum were destroyed and blown away day before yesterday by the jet blast of the Caravelle that was taking off.

Shri Kanungo: That is the latest information that I take from Shri Gupta who is always accurate about his facts. Evidently, that has got to be taken care of. That means, they have to provide non-splintering glasses there.

Shri Daji: So, you realise it now, after they were blown off! An ex-

[Shri Daji]

perienced man of seven years' standing should have kown better.

Shri Kanungo: To pick holes is easy. The main point that I am trying to make out is that we have not the resources to fit up our airports as they should be.

About Palam Airport, a new terminal building has got to be built for international traffic and the present building is expected to be left for domestic traffic; but the building for the international traffic will take at least three years if not more. In the mean time we have got to make do. The inconveniences, which users of the airport feel today, are certainly not good; but there is no way out. What we are trying to do at Palam is to segregate the international traffic from the domestic traffic and provide as much facility as is possible within the limited space. We are spending money on that to improve the conditions as they are, not to provide the best of services. The better services will be available when the new terminal buildings are available.

As far as Shri Gaekwad is concerned, he has been rather strongly critical of the working of Palam and the designs of it. As I have little time now, I would offer him to give me a little time and go through the plans with me. I believe, I will be able to convince him that the best that could be done under the circumstances is being done.

Shri Muthyal Rao: Wholesale condemnation.

Shri Fatehsimhrao Gaekwad: With a cup of tea.

An hon. Member: With biscuits.

Shrimati Yashoda Reddy: You provide it.

Shri Daji: If you give him tea, I will also come.

Shri Narendra Singh Mahida: What about the suggestion of Kooka Committee's Report on setting up an Air Cargo Corporation? What has the Government thought about it?

Shri Kanungo: I have not finished yet.

Talking about planning and expansion, we have to remember that every bit of planning and expansion in the air services requires foreign exchange. Even though we are expecting the Avro planes to be available to us by the next year—they are being assembled with modifications and, I believe, successfully; the one which has come out of the assembly lines is now being tried on the routes —most of the components have to be imported and they will continue to be imported. More than that every aircraft which runs, every replacement, every spare has got to be imported. Therefore in our acute conditions ,as they are, we have the limitations, and the limitations are also severe because the Parliament has charged the Corporation to work on a commercial basis. Out of the 76 routes which the IAC operates, 50 routes are not remunerative. Now, they are being run because they have to be run in the hope that they will be remunerative. It is a well known fact in aviation that a route does not become remunerative immediately. In fact, Shri Mahida mentioned the classic example of one of his companies with which he was connected having lost Rs. 80 lakhs in building air traffic which the IAC is now enjoying. It is obvious. There are strategic lines. Take for example eastern India, western India or southern India. There are vast tracts in eastern India where no other means of communication are available. As Shri Basumatari pointed out to go from Gauhati to Silchar will take two days, whereas by air, it takes less than two hours. These are the services which we would like to run and which we want to run. But, as I mentioned, there are the limitations. Therefore, we are now scouting for a suitable aricraft which will

run the feeder lines and build up the traffic in new areas. Bhopal has not been able to provide the traffic which will justify it. We have tried it twice. It could possibly be profitable if another type of aircraft could be put on there. That is exactly what we are thinking of. We have got internal services. There is a paradox of trunk lines being overcrowded and most of the inner lines not being provided with enough traffic. In order to ease the congestion on the trunk routes, we are hoping that by the winter schedule, when we are able to get some more aircraft, the capacity offered will be a little more. It is a happy state of things that the volume of traffic is increasing and by the time we get more aircrafts, I believe, the traffic will still increase.

Shri Narendra Singh Mahida: May I make a suggestion? Why don't you ask the States concerned, where the services are running at a loss, to give a subsidy?

Shri Kanungo: They do pay a subsidy and it will be unfair to ask them to pay more subsidy. As I mentioned, there are the limitations. We have not got enough number of aircraft and the right type of aircraft. About Hyderabad, as the hon. lady Member mentioned, I must plead guilty that the timings, according to the present schedule, are certainly most inconvenient. I hope that by the next schedule, Hyderabad will be connected with Caravelle route—I am hoping—but I am not sure of it.

An hon. Member: When?

Shri Kanungo: Don't pin me down to dates.

Now, I am told, the construction and the strengthening of the Begumpet airport is in hand . . .

Shri Joachim Alva: The services should be better for Bangalore, Madras, Hyderabad and Cochin.

Shri Kanungo: Again, I must say that there are many needs. For example, the hon. Member referred to the lack of housing facilities to the civil aviation staff. We are perfectly conscious of it. Unfortunately, what has happened is that when we were on the eve of taking up a buildings programme, the emergency came in. All buildings programmes were stopped, and rightly so. Then, there was the restricted programme of buildings construction permissible by the Government. But again we faced another crisis, the crisis of foreign exchange. The result is that before we make a plan, it has got to be cut down. At the moment, the buildings programme at 33 ports at a cost of Rs. 1·15 crores is under way and we hope that by next year we will be able to augment it. Under the Fourth Plan, we have got an ambitious programme. We realise the necessity of providing housing facilities. But, unfortunately, we have not been able to do so and the reasons, whatever they are, I have tried to explain. We are trying to put the priorities as far as we can. In the case of the out-of-the way places, where the staff is not able to get any other accommodation, we give the first priority and like that we give lower priority to other places.

Then, somebody mentioned about the transport for the staff and their children. In most places, transport is made available on payment. I understand that the cost of providing transport of that type is Rs. 62 per month per head and the recovery made is only Rs. 9 per head. The rest of it is paid by Government. There is also the limitation of capital expenditure for buying enough vehicles. So, within the limitation, whatever is possible is being done. Obviously, the demand in full cannot be met at least till the conditions improve.

I would just say a word about the condition of the Corporations. One of the hon. Members mentioned about

[Shri Kanungo]

it. I would earnestly urge the Members to look into the capital and profit ratio of the Corporations and compare it with similar Corporations elsewhere. All the time, you have to remember that most of the Corporations are operating with loans and they are meeting their loan commitments, both foreign exchange and internal loans, fully with interest charges and they are increasing the assets of the Corporations. For example, the Air India International, in their Boeing project, went in for a loan of 11·2 million dollars and they are likely to pay it fully by the end of this year. There is no other Corporation, I believe, with such a limited number of aircrafts which is running so long routes and so efficiently.

I am grateful to Mr. Gandhi for having drawn my attention to the working of the Meteorological Department. It is a vast Department. I would only request hon. Members to go through the publications of the Department as they do.

The hon. Member, Mr. Berwa mentioned about the Audit Report of 1963-64 from which he read some damaging statement. I would only ask him to hold himself in patience because all these reports will be scrutinised by the Public Accounts Committee of the Parliament. They will have to say the last word and the Government will have to satisfy the Public Accounts Committee. Then only he can draw the inferences.

Sir, the time is up. I am sorry I have not been able to enlighten more and reply to some of the points.

Shri Joachim Alva: There is one very vital question that I want to ask. The Minister has vindicated the appointment of the Secretary of the Ministry becoming the Chairman of the Indian Airlines Corporation. May I know whether you have permitted him also to be the Chairman of the Indian Hotels Corporation? Will he mind planes, will he mind hotels or will he mind his job?

Shri Kanungo: Yes.

Shri Joachim Alva: You have very glibly answered. You are fully answerable to Parliament.

Mr. Deputy-Speaker: May I put all the cut motions together?

Shri A. S. Saigal (Janjgir): I to ask question. I want to know .

Mr. Deputy-Speaker: No more questions.

I now put all the cut motions to the vote of the House.

All the cut motions were put and negatived.

Mr. Deputy-Speaker: The question is:

"That the respective sums not exceeding the amounts shown in the fourth column of the order paper, be granted to the President, to *complete* the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1966, in respect of the heads of demands entered in the second column thereof against Demands Nos. 1 to 4, 113 and 114 relating to the Ministry of Civil Aviation."

The motion was adopted.

[*The motions of Demand for Grants, which were adopted by the Lok Sabha are reproduced below—Ed.*]

DEMAND NO. 1—MINISTRY OF CIVIL AVIATION

"That a sum not exceeding Rs. 11,88,000 be granted to the President to complete the sum necessary to defray the charges

which will come in course of payment during the year ending the 31st day of March, 1966, in respect of 'Ministry of Civil Aviation'."

DEMAND NO. 2—METEOROLOGY

"That a sum not exceeding Rs. 2,50,75,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1966, in respect of 'Meteorology'."

DEMAND NO. 3—AVIATION

"That a sum not exceeding Rs. 5,66,67,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1966, in respect of 'Aviation'."

DEMAND NO. 4—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF CIVIL AVIATION

"That a sum not exceeding Rs. 6,74,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1966, in respect of "Other Revenue Expenditure of the Ministry of Civil Aviation'."

DEMAND NO. 113—CAPITAL OUTLAY ON CIVIL AVIATION

"That a sum not exceeding Rs. 5,20,07,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1966, in respect of 'Capital Outlay on Civil Aviation'."

DEMAND NO. 114—OTHER CAPITAL OUTLAY OF THE MINISTRY OF CIVIL AVIATION

"That a sum not exceeding Rs. 1,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1966, in respect of 'Other Capital Outlay of the Ministry of Civil Aviation'."

15.30 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

SIXTY-FIRST REPORT

Shri Hem Raj (Kangra): I beg to move:

"That this House agrees with the Sixty-First Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 31st March, 1965.".

Mr. Deputy-Speaker: The question is:

"That this House agrees with the Sixty-First Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 31st March, 1965.".

The motion was adopted.

15.30½ hrs.

YOUNG PERSONS (HARMFUL PUBLICATIONS) AMENDMENT BILL—*contd.*

(AMENDMENT OF SECTION 2 BY SHRI C. K. BHATTACHARYYA)

Mr. Deputy-Speaker: The House will now take up further consideration of the following motion moved by Shri C. K. Bhattacharyya on the 19th March, 1965, namely:—

"That the Bill to amend the Young Persons (Harmful Publica-

[Mr. Deputy-Speaker]

tions) Act, 1956, be taken into consideration.".

24 minutes are still left. May I know how much time the hon. Minister wants for reply?

The Minister of State in the Ministry of Home Affairs (Shri Hathi): About 20 minutes.

Mr. Deputy-Speaker: Then he may start his reply now.

Shri Hathi: Shri C. K. Bhattacharyya's Bill deals with a subject on the object or motive of which there cannot be two opinions. His main anxiety is that the publications which deprave or corrupt the minds of young persons should be prohibited and such publications should be punished. So far as the object is concerned, there cannot be two opinions. And the speeches which hon. Members have made during the discussion on this Bill have also indicated the same trend or the same object. We have to be careful to see that the literature, stories, pamphlets, magazines etc. which are published and circulated and are placed before our young generation are not such as would deprave or corrupt the minds of the young people. We have to look to that.

Some hon. Members have referred to the cinema films and the pictures and the songs that have an effect on young persons. My hon. friend Shri Yashpal Singh had referred to the impression which these film songs have on young persons. He has pointed out that many a time he found the young children singing those film songs in their homes or in the schools or on the streets. That is a thing we have to look into. We have stories, and we have books, and we have literature written hundreds of years ago such as the *Hitopadesha*, the *Panchatantra* etc. which can mould the character of our young generation.

15.35 hrs.

[SHRI THIRUMALA RAO *in the Chair*]

But in spite of that, the young people are always attracted by filthy literature. The present enactment, that is, the Young Persons (Harmful Publications) Act, 1956, has aimed mainly at stopping publication and circulation of what were known as horror comics, that is, stories which used to come from abroad and which had a tendency towards what was called moral disarmament, that is, moral disarmament of young persons; in other words, they made those young persons lose all the fine sense of mercy, fine sense of compassion, fine sense of love....

An hon. Member: Love also?

Shri Hathi: I am refering to love that he should take me in that serious way in which I am talking. I am I talk of banning of obscene literature, I would at least expect of my senior colleague Shri N. C. Chatterjee that he should take me in that serious way in which I am talking. I am talking of a crusade against obscene literature. I am speaking in the voice in which Shri C. K. Bhattacharyya the hon. Mover had spoken in this House. I am voicing the sentiments of almost all the Members of the House who are at one in this noble object of prohibiting such publications so that minds of our younger generation may not be depraved or made corrupt. When I mention the word 'love' I am referring to it in the sense of the love which a devotee has towards God, which a mother has towards her son, which a father has towards the son or which a son has towards his father or which a brother has towards his brother. Perhaps he thought, that when I was talking about cinema songs, I was thinking of that word in the sense in which my hon. friend took it. I was not doing that at all.

Shri C. K. Bhattacharyya (Raiganj): He was thinking of the Sangam type of love.:

Shri Hathi: I was talking about the literature called horror comics. These story books and the effect which these books have on the minds of young persons are described by different authors and different writers in very vivid form. Dr. Fredric Wertham has summarised the most subtle and pervasive effect of crime comics on children in a single phrase which I had used earlier, namely moral disarmament. This consists chiefly in the blunting of the finer feelings of conscience, of mercy, of sympathy for other people's sufferings and so on.

The main object of bringing forward this piece of legislation in 1956 was to punish the circulation of this sort of literature. The definition in the existing Act says that:

> "'harmful publication' means any book, magazine, pamphlet, leaflet, newspaper or other like publication which consists of stories told with the aid of pictures or without the aid of pictures or wholly in pictures, being stories portraying wholly or mainly—
>
> (i) the commission of offences; or
>
> (ii) acts of violence or cruelty; or
>
> (iii) incidents of a repulsive or horrible nature;
>
> in such a way that the publication as a whole would tend to corrupt a young person into whose hands it might fall, whether by inciting or encouraging him to commit offences or acts of violence or cruelty or in any other manner whatsoever.".

Now that was the main object of this legislation, so that by reading these stories, these books, young men become crime-minded. As a result of reading such books, many young people took to offences. Such literature created psychological effect on the minds of these young persons, and in order to stop the publication, sale, hiring or exhibition of these, this Act was passed. Shri Bhattacharyya also read at that time portions of the speech of the late Shri G. B. Pant in which he had said that it was mainly for this purpose.

Now I fully appreciate Shri Bhattacharyya's intention in bringing this particular Bill where he wants to add certain items, namely (i) the commission of offences, (ii) acts of violence or cruelty; (iii) incidents of an obscene, repulsive or horrible nature,— the words 'repulsive or horrible nature' are already there; he wants to add the word 'obscene'—(iv) any matter relating to the private lives of cinema stars, or (v) any matter prejudicial to any linguistic minority. He is not pressing the fifth item; I am glad he has appreciated that it does not fit in with the theme of the present Bill.

So far as items (iii) and (iv) are concerned, as I said this piece of legislation was meant for horror comics, such books or literature which had the effect of morally disarming the minds of young persons, making them crime-minded. But we have sec. 292 of the IPC which reads:

> "Whoever—
>
> (a) sells, lets to hire, distributes, publicly exhibits or in any manner puts into circulation, or for purposes of sale, hire, distribution, public exhibition or circulation, makes, produces or has in his possession any obscene book, pamphlet, paper, drawing, painting, representation or figure or any other obscene object whatsoever, or
>
> (b) imports, exports or conveys any obscene object for any of the purposes aforesaid, or knowing or having reason to believe that such object will be sold, let to hire, distributed or publicly exhibited or in

[Shri Hathi]

any manner put into circulation, or

(c) takes part in or receives profits from any business in the course of which he knows or has reason to believe that any such obscene objects are, for any of the purposes aforesaid, made, produced, purchased, kept, imported, exported, conveyed, publicly exhibited or in any manner put into circulation....

shall be punished with imprisonment of either description for a term which may extend to three months, or with fine or with both".

Then sec. 293 deals with such literature being sold or exhibited to young persons under the age of 21 and says that such offence shall be punishable with imprisonment which may extend to six months or with fine or with both. Therefore, we have already these two sections in the IPC dealing really with obscene literature.

But the difficulty is that even in spite of these provisions being there, the courts find it difficult to deal with the matter—here again I would look to the senior counsel, Shri Chatterjee. The word 'obscene' is nowhere defined in the IPC. What is obscene is again to be decided having regard to a test known as the Hicklin's test. A particular picture may be obscene from one point of view; but the publisher may say that the object of it was for medical science, that it is a medical journal where certain features of the human body have to be exhibited or described and it was with this purpose that he published it; it may go into the hands of a young person, for which he is not responsible. Then again it may be a piece of sculpture, or a piece of art, a picture of a god or goddess. If it were simply a nude picture, one would say it is obscene, but it may be contended that it is a picture of a goddess. An exception in this regard has also been made in the Indian Penal Code. But courts have differed, from country to country as well as from court to court as to what is the criterion. Therefore, although ordinarily we may say that it is an obscene picture or obscene piece of literature, it may be that the accused may be able to go scot-free on some such excuse. He may say it is a medical journal, which was not meant at all for young men; if the father or the mother negligently let it go into the hands of the young man it was not his fault. Such defence theory could be accepted.

Therefore, it has been the experience of Government that it has become difficult to obtain a conviction although we try for it. I agree in principle that it is necessary that we should define what is 'obscene'. But the point is that by merely introducing the word 'obscene' the practical difficulty will not be removed. But that does not mean that I would not accept in principle what is good for the society and what requires to be done.

With regard to this, I may mention that another private Member's Bill, Shrimati Lakshmikanthamma's Criminal Law (Amendment) Bill wherein sec. 292 (a) is sought to be amended, where she has fully described it, has been accepted for circulation for public opinion. That is being circulated. In addition to that, I have also referred this question to the Law Commission. So, having regard to the need for punishing and dealing firmly with those who publish such obscene literature, or literature which corrupts or contaminates the minds of young persons, as I mentioned earlier, I have accepted in principle the Bill introduced by Shrimati Lakshmikanthamma. In the Rajya Sabha, Shri Diwan Chaman Lal has also introduced a Bill and that also I have accepted in principle.

Shri Hari Vishnu Kamath (Hoshangabad): That House should not be

mentioned here. Proceedings in this session should not be referred to in this House. That is the rule.

Shri Hathi: It is not a question of quoting anything. It may be I cannot quote for the purpose of supporting my argument, but I can mention it by way of information. That is what I am doing.

There also we have accepted a motion for circulation of the Bill which seeks to amend sections 292 and 293 of the Indian Penal Code.

Therefore, I would like to assure the hon. Mover that I am in complete agreement with the need of having a legislation which would deal with such obscene literature strictly, and by which we can put a stop to the publication of such literature which very badly corrupts our young generation. As I said, there can be no two opinions on that. We are all at one in seeing to it that our future generation is a generation whose mind is not corrupted by such horror comics or by such obscene literature.

Shri P. Venkatasubbaiah (Adoni): What about the present generation?

Shri Hari Vishnu Kamath: By implication, the present generation is corrupt.

Shri Hathi: By young people I mean people from eight years onwards. Of course, we all belong to the present generation, but we certainly want the future generation to be protected also, that is very important.

Therefore, while I fully accept the principle, I would reiterate the considerations I have mentioned already. They are, firstly, the present Bill deals with a subject which can be said to be allied but is different from horror comics. Secondly, there are sections 292 and 293 of the Indian Penal Code which deal with obscene literature. So far as that is concerned, there is already a Bill proposing certain amendments which has been circulated for public opinion. Government have also referred the matter to the Law Commission. Further, the Mover himself is not thinking of pressing one of the items. In the circumstances, I would request the Mover to withdraw the Bill.

Mr. Chairman: Shri Bhattacharyya. How much time will he take?

Shri C. K. Bhattacharyya: In any case, I would not go on *ad infinitum*.

Mr. Chairman: The allotted time for the Bill is almost over. Therefore, he should be brief.

Shri C. K. Bhattacharyya: Some time should be given to me.

Sir, when the Indian system of giving training to young men was evolved, it laid stress particularly on one aspect, the aspect of self-control, the teaching of self-restraint from the very beginning of life. It is this basic principle which is repeated again and again as the boy progresses in his education and advances in age. In his very early life, he is taught:

आपदां कथितः पन्था इन्द्रियाणाम् असंयमः
तज्जयः सम्पदां मार्गो येनेष्टम् तेन गम्यताम्

It means—

"If you allow your sense propensities to run amuck, you run into danger. If you control them, you get prosperity. These are the only two ways open to you. Choose whatever you like." That is the first lesson given to a boy.

Then, as he advances further, comes this advice:

इन्द्रियाणम् हि चरताम् यं मनोनुविधीयते,
तदस्य हरति प्रज्ञां वायुर्नावमिवांभसि ।

[Shri C. K. Bhattacharyya]

It says—

If your mind runs after any one of your senses, that will take away from you your prudence, your intelligence, your wisdom, and you will sink like a boat in the sea which is leaky at its bottom. You will be carried away."

Shri Hari Vishnu Kamath: वायुर्नाव-मिवांभसि like a boat in a storm, not a leaky boat.

Shri C. K. Bhattacharyya: There is another sloka which has the meaning which I have given. The result is the same. "Do not be carried away by a particular attachment, the particular thing to which your sense propensity directs you to go." Shri Kamath will appreciate this.

Shri Hari Vishnu Kamath: Yes. That is why I tried to correct you.

Shri C. K. Bhattacharyya: This is the lesson which has been repeatedly inculcated on young minds from the very beginning of life, so that when they come up of age, they have a basis in life, standing on which they are not easily shaken by what happens around them, by what happens in the world. A boy who has been trained and brought up in this way is quite able to meet any reverses of fortune, any changes in life, any difficult situation in which he may fall or be put into.

That basic idea which was inculcated in our educational system should be respected by any system that we may evolve and follow now. That was one of the reasons which prompted me to bring forward this Bill, because there are materials coming in which go against the basic training of youth that we had evolved and had tried to give to our young men.

If we look to lessons in history, we find that indulgence in sex propensities has ruined nations, has ruined races, has ruined countries.

An. hon. Member: Where?

Shri C. K. Bhattacharyya; Look into the history of Greece, you will find it fell, never to rise again. Look into the hstory of Rome, it fell never to rise again. In France, a second Napolean has not come into existence, and it is faltering even now. Look into our own history. In those stages of Indian history in which it is found that in literature, in social life, people were given to indulgence in sexual life or such tendencies or propensities, Indian history records a downfall. That is the apprehension in my mind which prompted me to bring in this Bill, and give a timely warning, so that we may not be taken unawares.

I was very happy when I heard the hon. Minister accepting the principle of the Bill and being at one with me in his ideas over this Bill. My point is this. I want that things which are not tolerated in our social life should not be given any encouragement too in our literature or films or in other forms.

Shri D. C. Sharma (Gurdaspur): Do you read the *Indian Observer*?

16 hrs.

Shri C. K. Bhattacharyya: The things that are shown in some of the films, the things that are described and dealt with in the literature to which I have referred in my Bill, are things which we do not tolerate in our social life. We do not allow in our social life the secenes that we see in some of the films. That is why my pont is that this should not be allowed to be read or propagated. It cuts at the root of our social life itself; that is undermining the social life, undermining family life and undermining the individual life also. The hon. Minister was referring to how the same thing can be looked at from a diff-

erent aspect. I only referred to one instance, this human body. It is all related to human body. Take the way in which Maharishi Dattatreya describes it:

"अमेध्यपुर्णे, कृमिजालसंकुले ।
स्वभावदुर्गन्धि विनिन्दितान्तरे ।
कलेवरे मूत्र पुरीषभाविते ।
रमन्ति मूढ़ा:विरमन्ति पंडिता: ।।"

This body which is

अमेध्य पूर्णे

full of ugly things

कृमिजालसंकुले

covered with worms; there are so many things growing up

स्वभावदुर्गन्धि

unless it is cleaned daily it will normally give out a bad odour,

विनिन्दितान्तरे

that is all the other things within the outer cover of this body. If this description is read, one will not get attached to human body. At one place there is this description:

कलेवरे मूत्रपुरीषभाविते

this body is full of urine and other things, no one should get attached to this body.

Mr. Chairman: Leave it at that.

Shri C. K. Bhattacharyya: Take the other aspect. This is the description of the poet.

वाहूद्धौमृणालं

the two hands are like lotus stems."

आस्यकमलं

the face is the lotus itself,

लावण्यलीलाजलं

the beauty shining through the body is like water in the tank. Then there are other descriptions.

Mr. Chairman: I hope you will stop with the description of the face.

Shri C. K. Bhattacharyya: There is another description.

कान्तायास्तन चक्रवाकयुगलं
कन्दर्प वाणानलै :
दग्धानां अवगाहनाय विधिना रम्यं सर:
कल्पितं

Shri D. C. Sharma: Please translate it.

Shri C. K. Bhattacharyya: There is again the same human body, from the anatomical point of view, when a doctor looks at it; he looks at it room a different angle.

Shrimati Lakshmikanthamma (Kammam): I hope you will say something from Yogavashista where the body is mentioned as grave.

Shri C. K. Bhattacharyya: For the time being, I am not going to the grave; we are concerned with life yet. So, this is the position. This literature may be allowed to be handled and read by mature persons but not by the younger ones. It is no good saying that this literature is a production of art, it is a production of beauty, why not allow it to be handled by all. It cannot be so because there is something known as—

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and in this case the principle comes in. Something which may be allowed to maturer minds cannot be allowed to be handled by younger minds. There were some Members who speaking on this Bill suggested: what is to be given to the younger men? When Gandhiji went to Calcutta to preach his movement of non-violence non-cooperation long years back in 1921, we met him at C. R. Das's house. I put one question to him; I asked him: could you tell us what is the secret of your strength? what is there in you by which by simply raising your finger you rule the minds of crores of people in India and make them work or move them

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in watever way you like? What is that strength in you? His reply was, to speak in one word, that is "Brahmacharya." That was the reply he gave. I put the second question. Could you tell us what this Brahmacharya means? The reply was also very simple: "Do not keep superfluous energy. That is ideal brahmacharya." That is, a boy who is given to studies must train his mind so that he gives his entire energy to studies. The boy must be trained in a way so that he gives his entire mind and energy and attention to the work itself. If we allow distraction and dissipation, disasters will come. These literatures which I have dealt with in my Bill are one of the major and potent sources of bringing distraction and dissipation.

Shri D. C. Sharma: What was the secret of Mohamad Ali Jinnah?

Shri C. K. Bhattacharyya: The hon. Minister was referring to the future generations. I shall make only one reference and end there. We are building up these Five Year Plans. But for whom are these plans? What is the foundation, the basis on which these plans will stand? Who will work out these plans? It is the younger people. If the younger generation is allowed to be corroded, these plans will stand like a Tajmahal on a mud base; it will topple down at any time unless the position is set right, the base is set right, unless there are young men who can stand up to anything that happens in the world and face them and have the strength of facing them. Otherwise none of these plans will lead to success.

The hon. Minister has requested me to withdraw this Bill. In fact I had already hinted that the Government should take it up at least in principle; when he kindly referred to the Rajya Sabha Bill I wondered whether he could not accept this also for circulation along with the Rajya Sabha Bill which he has accepted for circulation.

Shri Hathi: No.

Shri C. K. Bhattacharyya: The Bill of Mrs. Lakshmikanthamma also is there. I wish that all these three Bills should be circulated together for opinion as has been done in the case of the Rajya Sabha Bill. I would request you Sir, to ask the hon. Minister whether he will agree to its circulation.

Dr. M. S. Aney (Nagpur): You want the Bill or the speech to be circulated?

Shri C. K. Bhattacharyya: That is a suggestion that I make and it is for him to consider it.

Mr. Chairman: The hon. Minister is not agreeing to circulation.

Shri C. K. Bhattacharyya: Then I withdraw the Bill.

Mr. Chairman: Has the hon. Member leave of the House to withdraw the Bill?

The Bill was, by leave, withdrawn.

16.09 hrs.

MERCHANT SHIPPING (AMENDMENT) BILL

(*Amendment of Section* 456 by Shri Indrajit Gupta).

Shri Indrajit Gupta (Calcutta South West): Sir, I beg to move:

> "That the Bill to amend the Merchant Shipping Act, 1958, be taken into consideration."

Sir, I hope that this will not meet with any opposition from the hon. Minister because I do not think there is any reason for it. Under section 456 of the Merchant Shipping Act, power

has been taken by the Government to exempt any ship or sailing vessel or any master, tindal or seaman from any specified requirement contained in or prescribed in pursuance of this Act or dispense with the observance of any such requirement if it is satisfied that that requirement has been substantially complied with or that compliance with the requirement is or ought to be dispensed with in the circumstances of the case. This is the existing section—Section 456—which I wish to amend slightly. As everybody knows, this Merchant Shipping Act was passed at a time when our Indian shipping was still in a very under-developed and, what one might call, an infant stage. Of course, we are still perhaps compared with some other leading maritime nations of the world. We have still quite a long way to go. But we are all quite proud and can be proud of the fact that Indian shipping is growing and developing quite fast and by the end of the third Five Year Plan the total tonnage of Indian shipping is expected to reach the figure of 1.5 million tons, which represents quite a rapid rate of growth. But the Act dates from a period of seven to eight years ago when things were very much more undeveloped.

My amendment does not seek to interfere in anyway with the exemption power which is taken under section 456 by the Government. But what I am pleading for is that these exemptions which are given from time to time to vessels in respect of various conditions and requirements which are stipulated under the Merchant Shipping Act should be made available to Parliament which is the body, after all, which passed this statute and put it on the statute-book. Parliament in its wisdom considered it necessary to give an exemption power of this type, and it was given.

Now, after the passage of seven to eight years, when we are developing quite well, and some very well-established shipping companies have come into existence not only in the private sector but also in the public sector—we have got our own public sector shipping company—I think it is time that Parliament should at least be kept periodically informed of how this power of exemptions is being used. All that my amending Bill seeks to do is to make it obligatory for the Government to place before the two Houses of Parliament once a year a statement giving the list of all the exemptions which have been made, and stating briefly the reasons or the grounds for each such exemption.

Why do I say so? Because I happen to be a member of the National Shipping Board and in that body too I had pressed for some information on this ground purely as a matter of curiosity. I wanted to know what was happening and some information was made available to the Board—I am very grateful for that—covering the period from October, 1964 to 15th February, 1965. Some very interesting things emerged from that information which was given to us. I do not wish to imply any motives or anything behind these exemptions because I have no knowledge of the actual circumstances in which they took place, but certain things strike one immediately. There are a fairly large number of exemptions given, but the thing to which I am drawing the attention of the House is this: for example, there are a large number of exemptions, and perhaps the largest single category of exemptions is being given on the ground that there is a shortage of properly qualified and certificated officers. It is a fact that there is such a shortage. It is also a fact that if any country wants to develop as a first-class maritime power, then, one of the most essential jobs which they will have to take on hand is the rapid expansion and training of officers for its merchant marine. The existing arrangements which have been made are good, as far as they go. But the Minister himself will admit that they are still, for various reasons, not adequate to

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cope with all our requirements. That is a fact. So, we find a very large number of cases in which vessels are being allowed to go to sea without properly certificated officers. That is to say, permission is being given to junior officers to act as senior officers or for officers who are qualified to act in particular posts to serve in higher posts. For example, Second Engineers are often being allowed to act as Chief Engineers, somebody holding a mate certificate is allowed to serve as Master of the ship or Third Officers are allowed to serve as Second Officers and so on. To some extent I am prepared to concede this may be necessary in individual cases of vessels here and there for the time being, until we have got adequate strength of officers. But what struck me from this information covering only a period of 4½ months is that in the case of certain shipping lines, there seems to be a heavy frequency and incidence of such exemptions being granted to vessels belonging to those particular lines. Not that they are very small lines, under-developed without adequate resources. Among them we find some of the biggest and best established lines.

For example, we find that within this period of 4½ months, several vessels belonging to the Apeejay lines were given exemptions and in some cases, a particular vessel has been given exemption twice or thrice over. Vessels like Karuna, Anjali, Akash, Ambar, Anil, Ambra and Rita belonging to Apeejay Lines are being given exemptions systematically and frequently on the ground that they have not got duly certificated and registered officers holding proper qualifications. I made some enquiries in Bombay and found that the same Apeejay Lines are the very people who have recently discharged and retrenched a number of their qualified and certificated officers including the Chief Engineer. Yet, they are pleading for exemptions on the ground that there is dearth of properly qualified officers. What I am trying to emphasise here is that if data of this kind is made available to Members of Parliament, some member who takes interest in this matter may look into it and it can be brought to the notice of the Transport Ministry, so that if necessary, in any particular case, an enquiry can be made into it to see what is going on.

Take the example of even the Jayanti Shipping Company, which is supposed to be the pride of our shipping fleet, with vast resources and all that, which has made a very big contribution in increasing our tonnage. I find in the same period at least four vessels—Lakshmi Jayanti, Chandragupta Jayanti, Buddh Jayanti and Gandhi Jayanti—have also been exempted on the same ground. I do not want to go into great details. There is the Malabar Steamship Company, the Bharat Steamship Company, etc. Some particular lines like this are the main applicants for exemption and the main, if I may say so, offenders.

My contention is, if this kind of thing is allowed to go too far—I do not say it has gone too far yet—but if this practice is allowed to go too far and if shipping companies on their sweet will are easily able to get exemptions to employ officers who are not properly registered and certificated, a situation will be created in which the incentive, the urge to develop a bigger cadre of qualified merchant marine officers in this country will suffer. The urgency of both the shipowners and Government to accelerate the schemes for training merchant marine officers is bound to suffer. Therefore, this is a matter which, I think if occasion arises, should be looked into whether particular lines are particularly prone to this kind of deficiency.

Then there are other examples which, to my mind, seem to be perhaps even more serious from another point of view, that is, in respect of

essential safety appliances and equipments which the Merchant Shipping Act has very categorically pointed out as the minimum requirements which any vessel going to sea must satisfy. Here too I find that there are a large number of exemptions given and there too I find there are particular lines which are the main defaulters. For example, the Bombay Steam Navigation Company, I find, over a period of four and a half months have secured exemption for five of their vessels, Champavathi, Chandravathi, Rohidas, Ratnagiri and St. Anthony. These vessels were given permission to sail without any emergency receivers; that is to say, without wireless sets which are required whenever a storm comes or a vessel is in distress to send SOS messages and so on. Even in respect of such vital equipments as emergency receivers, not one vessel but five vessels, all belonging to one company, the Bombay Steam Navigation Company, have been given exemption by the authorities, the authorities being the office of the Director-General of Shipping. The reason given is that these were very old vessels, and being very old vessels they have not got the equipments and, therefore, they can continue to sail merrily without emergency receivers.

Even in the case of the great Jayanti Company, Gargi Jayanti, Parvathi Jayanti, Arya Jayanti and Shankara Jayanti have been given exemption from having water-tight doors to their engine rooms. As everybody knows, engine rooms are liable to be flooded in the event of any collision or any damage done to the side of the ship and if the engine room is flooded that is the end of the vessel. Therefore, water-tight doors are the essential minimum requirements. But these ships have been given this exemption and once again the ground given is that they were very old vessels.

I can recite many more such examples. There is a ship called Seva—I do not know the line to which it belongs—that vessel was given exemption from having to carry and life-boats and no reason was given in the information which was supplied to the Shipping Board as to on what grounds this exemption was given. There is a motor vessel called Asoka which was given exemption from carrying any parachute signals in its life-boats for which also no ground was given. These are a few examples which have raised this problem in my mind.

All I wish to say here is that in the present condition of Indian shipping and the stage which we have reached, I understand and I am willing to concede that there may be certain shortages here and there or inability sometimes to obtain certain equipments because, maybe, the equipments are not manufactured in this country, but my point is that if these things are to be given proper priority, if the Government is to refer to these matters with due sense of urgency when we are making a bid to become an important shipping nation and one of the maritime nations of the world, I think it is necessary that these matters should not be left now, after the passage of 7 or 8 years, entirely to the unfettered discretion, executive discretion, of the officers of the Director-General's office. They may be very good officers,—I have nothing to say against them—they may be experts in their line, but being human beings they are always prone to err, and as far as these big shipping companies are concerned, some of them resort to, well, some measures and methods which are not completely above board in order to secure such exemptions.

I do not wish to say that all our ships, Indian ships, which are sailing on the high seas are going about without qualified officers, or that all of them are lacking in minimum equipments. I do not wish to give any such idea at all. If I had any such idea, I would have moved a Bill to delete section 456 altogether. I am not saying that. I am saying that the power of exemption should remain. All I am saying is that these two

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Houses of Parliament should receive a statement, at least once a year, listing all these exemptions and giving briefly the grounds for those exemptions so that anybody who is interested in this subject can look into them.

I may just point out that we have copied our Merchant Shipping Act very largely from the corresponding British legislation and in fact many of the old and out of date clauses of the British Act have also been incorporated into our Act. But I may point out that in the Merchant Shipping Act of the United Kingdom there is precisely this provision made which I am seeking to introduce into our Act. If I may quote, there it is section 78(2), formerly this Act had said "the Board of Trade" because that was the authority, that has now been amended to "the Minister of Transport and Civil Aviation in the United Kingdom shall annually lay before both Houses of Parliament a special report citing the cases in which they have exercised their powers under this section during the preceding year and the grounds upon which they have acted in each case". So, it is not that I am suggesting something which is without precedent or which is something terribly radical or alarming in any way. This is done regularly in the United Kingdom also and I would say that a time has come when we must earn a reputation abroad for exercising some proper vigilance over the minimum safety precautions of our ships because we are carrying passengers too. We are carrying our own crews who have got every right to expect that proper steps should be taken to see that their lives and their safety are guaranteed. Therefore I would urge upon the Minister to accept this amending Bill of mine.

Mr. Chairman: Motion moved:

"That the Bill to amend the Merchant Shipping Act, 1958, be taken into consideration."

Mr. Chairman: Is Shri Vishwa Nath Pandey desirous of moving his amendment?

Shri Vishwa Nath Pandey *rose*—

Shri N. C. Chatterjee (Burdwan): Not at this stage.

Mr. Chairman: I want to simplify the procedure. I can then take the amendment as moved and the discussion can be both on the Motion and the amendment.

Dr. M. S. Aney (Nagpur): There can be two amendments to this Motion at this stage—one for circulation and the other for reference to a Select Committee.

Shri Shree Narayan Das (Darbhanga): The amendment is to the clause and is not for circulation.

Shri Heda (Nizamabad): The amendment should be taken up at the time of clause-by-clause consideration.

Mr. Chairman: All right.

Shri N. C. Chatterjee: Mr. Chairman, Sir, I want to support this Bill. I am satisfied that this Bill is not at all very ambitious. I would not have lent my support if there was any attempt to take away the power of exemption. That is absolutely necessary.

When I had the privilege to represent this country before the Commonwealth Law Conference in England, I remember, I had a discussion with some members and the Secretary of the Delegated Legislation Committee of the British Parliament and I was told by the greatest authority, Sir Cecil Carr, that they wanted to make parliamentary legislative authority really effective; otherwise, if exemptions are left to the sweet will of the subordinate authorities, there may be cases of favouritism, nepotism or unfair practices. Therefore, they say, when Par-

liament is the supreme legislator, it should not be merely technically supreme but that parliamentary checks should be effective and that can only be effective if exemptions granted under such a power are placed before Parliament in some shape or form.

I was told that not merely rules made under rule-making and subordinate legislation power but also exemptions granted under similar statutes were placed before the Committee and ultimately laid before Parliament. I think, that is a desirable objective in order to make parliamentary democracy really effective and really checking all cases of unfair practices in this subject.

What are you going to do? You have got practically blanket power. You know that in such a case it is very difficult to lay down criteria. No standards have been prescribed; no criteria have been prescribed. It has, therefore, been left to the will of the executive, to the discretion of the particular officer or a particular set of officers concerned and they have given exemptions in a large number of cases; maybe good, maybe bad; maybe that should be revised. But Parliament should be told. All that we want is that Parliament should be informed in how many cases exemptions have been granted and why exemptions have been granted. So that we may know that the progress of merchant shipping, the progress of legislation, the progress also of checks and balances, is maintained properly so as to secure efficient service and there should be no danger to the passengers or the goods concerned. That is very vital. What are we doing? We are really copying one clause of the English statute. What does the English statute say? It says that the Board of Trade shall lay before both the Houses of Parliament annually a report stating the cases in which they have exercised the powers of exemption during the preceding year and the grounds upon which these exemptions have been granted. My hon. friend, Mr. Indrajit Gupta, has practically copied that clause which is in the English statute. He is simply saying that you follow the same procedure, the same safeguard, the same method and place a report before Parliament so that we may know how this power has been exercised, how the discretion has been actually worked out during the preceding year. These are the things which are liable to be abused. We are not saying that they have been abused. But from the formidable list which Mr. Indrajit Gupta read out, I am satisfied and possibly other hon. Members are satisfied that there is a case for scrutiny, there is a case for some vigilance, there is a case for watchfulness, and we shall be failing in our duty if we do not request the Minister simply to give us the list and tell us on what ground they granted exemptions. We are not taking away his power; we are not taking away the power of the executive. We are completely leaving it to the Government and its officers to exercise wide powers of discretion. We are simply saying that when you have done it, please let us know why you have done it, in how many cases you have done it and if there is any abuse of discretion or if there is any case where the power has been exercised improperly or there is some *prima facie* ground, we can bring it up before Parliament and discuss it.

16.32 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

Sir, I am quite sure the hon. Minister is also anxious that we should have this clause in our Merchant Shipping Act and that our standards should be very high and that they should not fall below those of England or any other country in the world. If you want to maintain high standards, it is right that we should have the same pattern which obtains in the United Kingdom. I hope this Minister will have no difficulty in

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accepting this Bill which makes a very very reasonable, moderate and salutary amendment on the British lines. Only one clause is being added in section 456 of the Act and that is exactly copied from the corresponding clause in the English Merchant Shipping Act. Therefore, I submit that there should be no difficulty in accepting it. Parliamentary democracy will be more effective and our vigilance will be more concrete and realistic and that will lead to better standards all round.

Mr Deputy-Speaker: How much time will the Minister reqiure?

The Minister of Transport (Shri Raj Bahadur): I will take about 10 to 15 minutes.

Shri D. C. Sharma (Gurdaspur): Mr. Deputy-Speaker, Sir, I am amazed at the moderate tone which Mr. Indrajit Gupta has employed in presenting this Bill. I am also happy to find that Mr. Indrajit Gupta has taken as a model the Bill which comes from the United Kingdom. I think this shows some kind of change in his attitude towards several things.

Sir, I feel very happy to say that the Bill which he has brought forward should not have been called an amending Bill. It does not seem to amend any principle or provision of that Bill. This Bill deals only with those aspects of legislation which come under the purview of subordinate legislation as the hon. Member, Mr. N. C. Chatterjee, put it, or they come under the provision of those clauses where the Parliament is supposed to know the details from day-to-day or from month to month, every six months or every year. But, unfortunately, our Director-General of Shipping is not as vigilant about the future of our merchant navy and as jealous of the reputation of our merchant navy and the good name of our country as he should have been. I ask you: How can you ask a school teacher to become a professor on any subject in a university?

Shri Khadilkar (Khed): My hon. friend has become a professor.

Shri D. C. Sharma: I was not a school teacher. Unfortunately, this remark has been made by a person who has the calibre of a school teacher. How can you ask a fireman to become an engine-driver? Unfortunately in this country, we have to be very careful that we maintain standards. We have to maintain standards in every line. We have the Indian Standards Institution to maintain standards so far as our products go. Similarly in the merchant navy also we must maintain the highest standards. If we let go the standards today, I think it will become very difficult for us to observe those standards in the days to come, because as time passes, vested interest grows more and more entrenched, and one of the biggest enemies of democracy in our own country is the vested interest, whether it belongs to the merchant navy or to any other form of enterprise. Therefore, I feel that keeping in view the good name of our country we must accept the contention put forward by Shri Indrajit Gupta. I have always been in favour of progressive things. I never thought that the Director-General of Shipping had such unlimited powers....

Shri N. C. Chatterjee: Uncanalised.

Shri Shinkre (Marmagoa): My hon. friend had given those powers to him.

Shri D. C. Sharma: In spite of the noble efforts of Shri Raj Bahadur who has done a great deal for it, and in spite of what my hon. friend Shri Raghunath Singh has done for it, our shipping has not taken that kind of shape which it should have.

What do you think of a ship which does not have any safety devices? What would you think of this Lok

Sabha if we were to lose all safety devices? If there were no safety devices in case of fire, if there were no safety devices of other kinds, then what would happen? What do you think of a Sabha where anybody can go and occupy the Chair? After all, we have a Panel of Chairmen, and we have the Deputy-Speaker and the Speaker. So, anybody and everybody cannot go and occupy the Chair. After all, certain minimum qualifications are there, and those qualifications have to be observed.

Therefore, I feel that this Bill should receive the unanimous support of this House, because I feel that it is in the interests of our country. Shri Indrajit Gupta has given a list of some companies which have been enjoying privileges much more than others. I am not in the least interested in those companies. There are a few companies whose names I have heard for the first time. There are certain ships which are named after some of those great persons mentioned in our religions, in our literature etc. I think that for the good name of our country, these companies should be told that they will not have any exemptions.

Shri Shinkre: They may have exemptions.

Shri D. C. Sharma: My hon. friend should listen to me. Why is he getting so impatient? I am not talking about Goa's merger with Maharashtra, but I am talking of something else. What is it that he wants? He only wants that whenever there is any exemption granted, Parliament should be seized of it. That is very legitimate; there is nothing revolutionary about it. Even if there is one exemption, we should be told about it. Even if there is lack of one safety device on a merchant ship, we should be informed about it. I think it is the duty of democracy to be knowledgeable. If democracy ceases to be knowledgeable, democracy will pave the way for dictatorship. Therefore, knowledgeability is of the essence of democracy.

I thought Shri Indrajit Gupta was a very revolutionary person. But with all his revolutionary fervour, he has brought forward a Bill which is moderate in its intentions, restrained in its expression and clarificatory in nature, which seeks to give us a little more power of knowledge than we have. I whole-heartedly support the Bill.

Shri Thirumala Rao (Kakinada): I had no intention of intervening in this brief discussion. But I wanted to bring a few facts to the attention of the House.

The total tonnage in this country is about 15 lakhs. The number of ships concerned is about 200 or so.

Shri Raj Bahadur: 223.

Shri Thirumala Rao: All types of ships. With regard to motor vehicles and all those things, they are examined and given a fitness certificate. But all these things are done administratively. Every little thing that is done on the road or in the railways or in any other place is not brought up before Parliament or laid on the Table. These are small things. The number of cases cited by Shri Gupta is about 8 or 10. Some of them may be bad cases, but it is being done by highly qualified, technically trained staff of the Directorate-General of Shipping.

Shri Indrajit Gupta: I can cite many more.

Shri Thirumala Rao: In regard to the training of officers, it is a bottleneck about which I would like my hon. friend to join many of us to see that the training capacity of the shipping department is expanded very much. We are all keen on that. We are anxious to have the maximum shipping in the country. But the tempo of training, creating the requisite cadre of trained officers is not keeping pace with the demand. This

[Shri Thirumala Rao]

is the trouble experienced by all shipping companies.

The shipping company, which he mentioned—I did not want to mention names—the Jayanti Shipping Company, has in the last three years brought into existence 5 lakh tons with 23 ships. They require 150-160 trained officers in one bunch.

Shri Shinkre: The Bill does not take away the power of exemption.

Shri Thirumala Rao: Why does he interrupt me? He may not like my argument.

Shri Shinkre: I was saying the Bill does not take away the power of exemption.

Shri Thirumala Rao: What I say is that the training capacity in the country should be considerably augmented. At one time, even foreign officers were permitted to run these ships, because there were no trained Indians available. By this, I do not want to support or plead for any dilution of the quality of officers or the training capacity of the officers. Still I say that on these ships, some junior officers qualify themselves by sheer experience, by length of service, to man higher posts. Even then, the officers are tested and examined before being promoted to occupy higher posts.

There are a number of small second-hand or third-hand vessels that are running on the coast. They are not allowed by the Shipping Ministry to travel long distances where, if any trouble comes overseas, they may not be able to rectify it immediately.

With regard to Jayanti Corporation, I can tell you it has only seven old ships. Three have been scrapped, and four are used for short distances on the coast. That is more or less the case with the other companies also. All these things should be carefully looked into, I have no doubt about it.

The British Act was mentioned. I have not got any personal knowledge of the British Act and how it has been working, but British shipping has one of the biggest shipping tonnages in the world. Therefore, they have got all these things. It must be a sort of conventional thing that all these things should be brought before Parliament or laid on the Table of the House. It is for the Government to see how far it is convenient, and how far it will be expedient to accept this amendment. If they accept it, I would like it. If for practical reasons they do not accept it, I will not make much about it.

Shri Narendra Singh Mahida (Anand): I laud the object of Shri Indrajit Gupta in bringing forward this Bill.

I have been connected with the great shipping firm of Scindias for about 14 years. I was one of the directors of its subsidiary companies, and I have seen from experience that there is actually a shortage in the officer cadre of our merchant shipping. As a result, shipping companies, not having top-ranking officers, have allowed others to work in a capacity for which they are not qualified. It is for this reason he wants to waive the exemption clause and wants to bring us up to British standards.

Shri Shinkre: Not waiving it.

Shri Narendra Singh Mahida: If the standards of the British merchant marine are achieved, then I think this exemption clause is not at all needed. But we have a lower standard of officers who do not have adequate qualifications and we cannot provide adequate training, and that is why Government is probably inclined to give this exemption at the request of the companies. The only alternative

is to have more apprentices and train them here or send them abroad to Portsmouth or other places for training.

During the war many officers got trained, but now there is actually a shortage, and except the Dufferin I do not think we have any means of training officers.

So, the merchant navy requires a lot of attention, and I am quite sure the hon. Minister would pay the needed attention to it and see that our standards become comparable with those of world standards.

Shri Heda (Nizamabad): While I congratulate Shri Indrajit Gupta on the knowledge and interest that he has shown of shipping, I am not in a position to support the Bill.

The point is very short. The point that he has forcibly put before us is about the powers of the Director-General or the executive. He has no disagreement with those powers. What he wanted was that any exemptions given should be brought before the House, and for that he cited the example of U.K.

In U.K. the standards are very high, and therefore they wanted to have greater control. Let us imagine what will be the effect if this Bill is passed. The effect will be that all these things will have to be brought before the House by the Director-General. That means the Director-General will think that it is better to be on the safe side, and he may not think of the national interest. He will think, "Why give exemption? I do not lose anything. Why should my name figure in the debates or discussions in the Lok Sabha".

Why does the Director-General or any executive give exemption? The reason is very simple. The reason is that we are short of shipping. If we do not allow these ships to run for these short distances where the risk is almost zero, the result will be that this load will have to be taken by the foreign ships, and that means we will lose foreign exchange earning. Our shipping will not progress and these ships will have to be ultimately thrown away before they would have been otherwise discarded. Therefore, in the stage when we are progressing and growing in shipping certain sympathetic attitudes on the part of the executive are necessary. If we want that the executive should have that sympathetic attitude in national interest and save foreign exchange, then we should protect and safeguard the executive from being the targets on the floor of the House. Therefore, I think it is not a good provision and we should not ask the Director-General to make a special report of all the cases wherever he has given exemption. Thereby he invites himself to be the target in this House. Therefore, I oppose the Bill and I hope the Government will also oppose it.

Shri Khadilkar: Sir, our merchant navy or merchant shipping is in a state of infancy more or less. It is growing of course. At this stage we are trying to build up our merchant ships and expand in certain directions. Fortunately for us, the director-general of shipping is the most enlightend person whom I know and the House also knows and the Minister in-charge during his tenure has done a good deal to encourage merchant shipping.

Shri Thirumala Rao: Are you referring to Dr. Nagendra Singh? He is not the Director General now.

Shri Khadilkar: He is; I know it. He has certainly done a good deal to expand as far as possible. The main thing is that in the case of air services because, while the Tatas were running on the international routes, they laid down certain standards comparable with foreign service standards, in some cases even excelling them. Therefore, when the services were taken over by the Government, we had enjoyed certain prestige so far as air services are concerned because those standards are maintained and are kept high. That fact should not be ignored while building the ship industry.

[Shri Khadilkar]

The purpose of this Bill is certainly to do away with the power of exemption given to the Director General of Shipping to exempt certain categories of ships' workers and certain other conditions to be maintained, like safely devices sanitation, health and other things, if I remember correctly. If this power is there, I am not suggesting that it would be abused or used negligently or certain favours would be shown to the new shipping companies. I do not for a moment suggest this. But I would certainly plead—and I hope that is the purpose of the Mover also—that the standards must be established and Indian shipping must grow. He wants that the standard of shipping must be comparable to other standards, U.K.'s standards, U.K. which is a pioneer in shipping industry. There is a private sector but there is also a national sector in merchant shipping as well and therefore, at this juncture, should we lay down certain strict rules and conditions regarding sanitation and other conditions, safety and other things to be observed? I think it will be in the best interests of the shipping industry; the health of the shipping industry and its growth, if it wants to grow faster, safely and sanitation standards must be preserved. The quality of service and high standards would help its growth. Even my hon. friend over there who is very intimately connected with the Jayanti Shipping concern—it is growing fast no doubt—should welcome such a move, namely, that Indian shipping and Indian marines should grow and that the Indian flag should move over all the seas and to that end it should maintain the highest standards and should carry greater merchandise and greater freight for our shipping industry. Therefore, I would plead with the Minister and with the Director-General of Shipping . . .

Shri Thirumala Rao: Is he in favour of scrapping all the exemptions, according to his standards?

Shri Khadilkar: The Mover of the Bill wants to see that certain standards are maintained, and he has quoted the United Kingdom example. It is for the Minister to consider those suggestions in the light of what he has said and that is my purpose in supporting this measure.

Shri Raj Bahadur: Mr. Deputy-Speaker, Sir, I am grateful to the hon. Members who have taken part in the debate on this Bill and have expressed their great concern and anxiety about the standards to be maintained in respect of the operations of our merchant navy. I am at one with them in their interest, and I may assure them that we shall maintain the best and highest standards so far as the operations of our ships and vessel across and over the seas are concerned. There can hardly be any two opinions about it. The exemptions do not for a moment purport to dilute the standards by an iota. I give that assurance here and now categorically. The question is without compromising with those standards in any manner, in any shape or form, whether exemptions are necessary and possible or not in respect of certain technicalities, etc. There it is where it was found, in the wisdom of the House at the time, when we passed the Merchant Shipping Act, that the power of granting such exemption must be vested in the Director-General or in the Government. Now how is this power exercised? I may assure, Sir, that the authorities concerned exercise it not arbitrarily, not whimsically, but on the basis of the advice given to them by technical officers. So it is entirely at the discretion of the technical officers themselves.

Now, who are the technical officers? The technical officers happen to rise from the ranks: they have themselves served in the ships, and they, by dint of their merit and by seniority and otherwise, rose to the level of Chief Surveyor or the past of Nautical Adviser, and it is they, who, in any particular given case, advise whether a

particular exemption should or should not be given. That is the basis on which we proceed. That particular right or authority or discretion has been allowed by the Merchant Shipping Act through the wisdom of this House to those officers.

Then the question was raised why did we not follow the practice in the United Kingdom, according to which the Minister is called upon to submit a huge list of exemptions of all types given from day to day, and to place the list on the Table of the House. It was asked why should we adopt a different practice. It is only a question of practice. I must say that it was thought proper by this House that that particular, provision in the or practice based on it is not necessary in our case. In fact, when we came forward with the Bill before the House, we took out that particular provision which compelled the Government to place on the Table of the House a list of all the exemptions, because that was considered to be rather cumbersome and not so necessary. We thought that all those exemptions could be published in the official gazette so that anybody might read them, but even that particular thing was not considered necessary by the Joint Committee. The Joint Committee said it is not necessary and we must leave it to the unfettered discretion of the technical officers. That confidence was expressed in our Technical officers. We are sure that they will always take good care about safety standards.

What are the arguments which are understandable? The arguments advanced are whether considerations of safety could be compromised: I should say they cannot be and in any case they are not compromised. What is the touchstone, and what is the criterion for that? The criterion is that while so many exemptions have been granted, fortunately for us, not one of those exemptions granted has proved to be foolish, arbitrary or unwise, and that is why I say that these exemptions themselves stand vindicated and justified. There is no question of any worry or anxiety on that score.

17 hrs.

The second consideration urged by the mover is that sometimes because of shortages, junior officers are allowed to act for their seniors. Prof. Sharma went to the length of comparing a ship with the ship of the Lok Sabha and said that anyobody out of us here cannot walk up to the Chair. I say with all respect to the Chair that the Speaker is chosen out of one of us; the Deputy Speaker is chosen out of one of us and a Chairman also is selected out of one of us. Let us for a moment imagine there is a great crisis in a ship. Suppose because of illness or some other incapacitation, a Chief Engineer cannot function, can't his junior take his position? These exemptions are as much a training as a necessity. They have to be justified on that score also. There must be a sense of self-confidence amongst the junior officers.

There is no question of our officers facing the dismal prospect of unemployment, we have seen to it that whomsoever we train, they are usefully employed. In fact, we just allow a margin to be kept, so that there is no complaint about unemployment. We allow the shipping companies to train their own officers to fill up the margin and not more. So, we keep an account of that.

For this limited purpose, shall we adopt the U.K. practice? The U.K. model appeals to some of us. Perhaps because we have had our traditions, good, bad or indifferent with the past regime. In some cases, these practices may be good and in some others not so good. But a practice should not become some sort of a scripture for us—because the British have provided in their Act, so we should also provide it in our Act. Is that any argument? In our Parliament, we have got full opportunity to ask for any information that we require at a moment's notice. Whenever it is desired that a list of exemptions given during a particular period sholud be known, any member can table a question and it will be laid on the Table.

[Shri Raj Bahadur]

If there is any suspicion about any particular exemption, that can be the subject-matter of an interpellation and we will give the required explanation. That is much better than a thing coming in a routine manner. If a thing comes in a routine manner, it just goes. Most of us may not bother to look at it.

I would say that the present provision in the Bill is quite adequate. I am grateful to my friend for having brought the issue to the fore. That will enable us to be more on the alert. Our officers will take due note of what has been said by hon. members. I give that assurance that there will be no compromise with standard of safety or safety equipment or other standard in our merchant navy. We shall try to hold aloft the banner of our merchant navy as high as possible. We shall try to restore it to its pristine eminence and glory, which it used to enjoy in times past. That is our ambition.

With these words, I request Mr. Indrajit Gupta to bear with me and withdraw the Bill.

Shri Indrajit Gupta: Sir, I appreciate very much the minister's declaration of good intentions. I have never doubted his good intentions in this matter at all. But I was not able to follow exactly on what ground he is opposing the Bill, except perhaps as I could find out from some of his later remarks that there may be some technical difficulty of paper work.

Shri Raj Bahadur: I said, the present practice has worked well and there is no necessity for us to copy the U.K. practice.

Shri Indrajit Gupta: I am not bothered much about the U.K. practice; even if it was not there, I would have brought forward this Bill. Mr. Heda said, in U.K. the standards are very high. Quite true, but I cannot follow the logic that where the standards are very high, parliamentary scrutiny is required and where the standards are low, no parliamentary scrutiny is required. I am not able to follow it. I am also not able to appreciate Shri Heda's argument that if this Bill is passed it will sort of tie the hands of the Director-General of Shipping. I do not think that is a very complimentary remark to make about the Director-General of Shipping. Because, after all, as the hon. Minister has himself stated these exemptions are given on sound technical nautical grounds. If that is so, no Director-General or anybody in his office need have any reason to be apprehensive that when this information is supplied to Parliament somebody will be at his throat and, therefore, he should always try to avoid giving exemption. I do not think that is a complimentary way of referring to his duties.

As far as the Minitser's remarks are concerned, all I would say is, if he is prepared to give an assurance—I would have preferred it if he had stated it of his own volution, on his own initiative—on my Bill that once a year—I am not asking for piles of paper to be put here or placed on the Table every week or every month—if on his own initiative he says that once a year they will give us this information—if only two members look at them and all the rest do not look at them what is the harm?—then I am prepared to withdraw the Bill and I would not insist that it must be put as an amendment to the main Act. Let him say that he will supply that information.

Shri Raj Bahadur: May I just say that what I have said is, whenever information is sought, either by question or otherwise, we shall certainly supply that information. The question that I have to address myself is whether a statutory obligation should be placed on Government to supply all that information, whether we should make it obligatory in the statutory to do that. If any Member of Parliament asks a question in the House, or in the Consultative Committee or the National Shipping Board, we are always prepared and willing to give all the information.

Shri Indrajit Gupta: When a Member asks a question the Minister has no choice or option but to give the information because. There are the rules of Parliament. If I ask him a question he has no alternative but supply the information. I would have preferred it if he had on his own initiative agreed to supply the information. I am sorry that neither the Minister, nor Shri Heda, made any reference to the complaint that I made about exemptions for the minimum safety equipments and so on. I can understand and appreciate to some extent the point about dearth of duly qualified officers, which is a big problem, but in other cases why were exemptions....

Shri Raj Bahadur: Shri Thirumala Rao has referred to and replied to those points.

Shri Indrajit Gupta: We have been lucky that all these years in spite of the absence of these equipments no catastrophe has taken place.

Shri Raj Bahadur: On a personal explanation. These are exemptions of a petty character, so far as these equipments are concerned. These vessels are mostly going about near the shore. The vessel Seva and the other vessel he mentioned about they are not big vessels; they are small vessels, may be even one of these harbour craft.

Shri Indrajit Gupta: What about Jayanti vessels? Are they small?

Shri Thirumala Rao: Since he has brought in Jayanti....

Mr. Deputy-Speaker: I am sorry now there is no time.

Shri Indrajit Gupta: I feel that no harm is done and quite a lot of good will be done if this information is made available to Parliament. In fact, the case that the Minister has made out shows that there is no harm in giving this information. In fact, why make it a mystery? Better not make it a mystery; it would not add to the reputation of Indian shipping abroad. Therefore, I would still say that I am willing to withdraw this amending Bill, provided he of his own gives us an assurance that once a year this information will be supplied. I do not think there is anything wrong in that.

Mr. Deputy-Speaker: I will put it to the vote of the House. The question is:

> "That the Bill to amend the Merchant Shipping Act, 1958, be taken into consideration."

The motion was negatived.

17.09 hrs.

CODE OF CRIMINAL PROCEDURE (AMENDMENT) BILL

by Shri C. K. Bhattacharya—

(Amendment of sections 127, 128 and 129) by Shri Hari Vishnu Kamath.

Shri Hari Vishnu Kamath (Hoshangabad): Mr. Deputy-Speaker. I move:

> "That the Bill further to amend the Code of Criminal Procedure, 1898, be taken into consideration."

As the Statement of Objects and Reasons makes it clear, during the years since India attained independence, the powers conferred on the magistracy and the police by the Code of Criminal Procedure to disperse unlawful assemblies have been so frequently misused that certain safeguards against such abuse are deemed necessary.

The Bill seeks to provide these essential safeguards.

I am sure I am not wide of the mark when I say that the total number of Police firings throughout India, in the States and in the Union territories, during the last seventeen years

[Shri Hari Vishnu Kamath]

since independence is much greater than in the previous 47 years or, shall I say, nearly five decades of this century put together. Even when the struggle for independence, the struggle for our freedom the national liberation struggle was at its peak under the leadership of Mahatma Gandhi and Netaji Subhas Chandra Bose, even in those stormy years of the liberation struggle during the British regime the Police were not so triggerhappy as our Police, unfortunately, I am sorry to say, have been since 1947.

Questions have been asked in this House time and again during the last seven years asking for statistics, regarding police firings in the States and in the Union territories during this post-independence period; but almost every time searching for these figures, I have been stumped more or less. In the Library I tried to go through the records and almost everytime when on two or three occasions the question was asked, the stock or the stereotyped answer came that the figures were being collected; that they were not available at the moment and would be laid on the Table of the House in due course. I do not know whether the information has been laid on the Table. I have not had sufficient time at my disposal, and I could not find. If it has been laid, well and good; otherwise, I would request the Minister, when he intervenes in the debate, to furnish the House with the requisite statistics with regard to police firings.

The Minister of State in the Ministry of Home Affairs (Shri Hathi): Good way of burdening the Minister.

Shri Hari Vishnu Kamath: Because I have not got the assistance that you have got; a whole army of Secretaries you have got. I am working singlehanded. (*Interruption*). I will come to that file. That is interesting, but there are other more important matters.

Not only that, I would request the Minister to tell the House in how many cases there have been inquiries, in how many cases there have been no inquiries at all of any kind, in those cases where there have been inquiries, how many were magisterial enquiries and how many were judicial inquiries, and in each case what the verdict of the magistrate or the judge was with regard to the necessity or otherwise of the firing resorted to by the Police.

I have got certain figures with regard to judicial enquiries from certain statements which were laid on the Table in answer to a question of mine last year. I will come to that a little later on.

On the matter of a code of conduct for the police in their dealings with unlawful assemblies and with large masses of people which was raised by my hon. friend and hon. colleague, Shri Nath Pai, in the last Parliament, on the 20th August 1957, when the Home Ministry was presided over by the late Pandit Govind Ballabh Pant, the latter made a clean breast of the matter. I am glad to say that he did dilate upon this matter and laid the Government case straightly before the House. It is a long speech that the Home Minister made at that time, but I will read only the relevant extracts of about half a column which deals with this matter particularly.

"I may tell the hon. Members", said the Home Minister on the 20th August 1957, "that the P. S. P.," that is, the Party which I have the honour to represent, "appointed a committee on that question." That is, to inquire into the need for police firings and to prescribe certain safeguards. He said:—

> "They reached the conclusion that it was impossible to rule out firing altogether."

So far, so good.

"They almost held the opinion that the rules that we have are quite reasonable."

This was wholly misleading. I will come to that when I read out from the report of the Committee which my Party appointed some years ago. He said further:—

"They only said that there should be a judicial enquiry whenever there is a firing. That is the only thing they have said."

I am sorry; to say that either he did not carefully read the report which the Committee of my Party over which I had the honour to preside presented to the Party and was passed by our Party conference in 1955 at Gaya; either the Home Minister did not read the report fully, or he was concealing, hiding, something from the House. Their he said:

".....With regard to the rest there was no difference....."

This was wholly misleading to say that there was no difference between the Government's stand and our Party's stand. Thereupon Shri Nath Pai interrupted him, saying:

"The Committee to which the hon. Minister referred just now have laid down clear-cut principles in which a firing could possibly be justified. I have got those conditions right down with me."

The Home Minister parried the question and went on to say:

"They might have laid down the principles, I do not object. What I am saying is this. In substance they have agreed with the view that the rules that we have on the subject are all right....

—again wholly wrong—

"....but it is the way in which they are enforced which matters. Of course, there I do not join issue with them. The existence of the rules does not by itself ensure the application of those rules in a right manner."

That means it is difficult to implement the rules that the Government have framed.

Shri Hathi: You want the amendment of the rules or of the law?

Shri Hari Vishnu Kamath: Please read my Bill and you will see what I want. Then, further he says:

"There can be cases when the rules may be applied in a manner which may not be altogether contemplated by the authors of the rules themselves. I do not dispute that. But they virtually accepted that."

We do not accept that at all. He goes on:

"Now, we have given certain instructions as to what should be or should not be done...."

—that is what the Home Minister said on that occasion—

".....I even now am prepared to receive advice from the hon. Members opposite or other Members here as to what is feasible and what should be done in these cases."

What are the instructions that they have given to the police? The Code of Conduct which was laid on the Table in the 14th session of the Lok Sabha, in 1961, contains a brief reference to the conduct that the police are expected to observe in their dealings with masses of people in processions or in meetings. I shall just read one para because the rest of it is not relevant to the subject of my Bill.

It reads as follows:

"In securing the observance of law or in maintaining order, the Police should use the methods of persuasion, advice and warning.

[Shri Hari Vishnu Kamath]

Should these fail and the application of force become inevitable, only the absolute minimum required in the circumstances should be used."

Then, there are comments—(Government's own comments:

"Comments: Force must be used only as a last resort and the best way performing police work is by following methods of nonlviolence. However, in certa'n circumstances. use of force becomes inevitable and on such occasions only the minimum required should be applied, and this is to be done when all other methods have failed."

This is all that there is in the code of police conduct with regard to the use of force. There is nothing more that I could come across in the Library, in the books available there or in the proceedings of Parliament, as what concrete restraints or safeguards —not vague, or airy—have been prescribed by Government for the police as regards the use of force and what degrees or kinds of force may be used by the police in succession.

Now, Sir, may I try to illustrate my point?

श्री हुकम चन्द कछवाय (देवास) : उपाध्यक्ष महोदय, हाउस में कोरम नहीं है ।

Mr. Deputy-Speaker: The bell is being rung. There is no quorum. The House will now stand adjourned and meet again at 11 A.M. on Monday, the 5th April, 1963.

17.21 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Monday, April 5, 1965/Chairtra 15, 1887 (Saka).

GMGIPND—LS II—57 (Ai) LSD—6-5-65—970.